



Campeau, Michelle <mcampeau@blm.gov>

Letter of Consent - UTU-0-34586

Campeau, Michelle <mcampeau@blm.gov>

Thu, Jan 15, 2015 at 9:24 AM

To: Jolene Ottley <joleneottley@utah.gov>, hugh.hadsock@dot.gov

Good Morning Jolene and Hugh:

Attached is the executed Letter of Consent (with attachments) that amends casefile UTU-0-34586 to include the new disturbance that will be involved in the Pine Creek Climbing Lanes project, UDOT project number S-I15-3(41)141.

I do want to note that this project was pretty smooth going. We were able to accomplish what we wanted and I attribute that to our working relationship with each other (BLM, FHWA, & UDOT). My goal is to keep that relationship strong.

If you have any questions please feel free to contact me.
Have a wonderful day,

Michelle Campeau
Realty Specialist

Bureau of Land Management
Cedar City Field Office
176 East D.L. Sargent Drive
Cedar City, Utah 84721
(435) 865-3047 Work
(435) 865-3058 Fax
mcampeau@blm.gov

3 attachments

 **Executed Letter of Consent - 01.14.2015.pdf**
157K

 **FHWA-Exhibit A.DOCX**
17K

 **UTU-34586 AMENDMENT MAP.pdf**
1267K



United States Department of the Interior



BUREAU OF LAND MANAGEMENT

Color County District Office

Cedar City Field Office

176 East DL Sargent Drive

Cedar City, UT 84721

Telephone (435) 865-3000

http://www.blm.gov/ut/st/en/fo/cedar_city.html

In Reply Refer To:
2821 (UTC0100)
UTU-0-34586

January 15, 2015

CERTIFIED MAIL 7013 1710 0000 8705 8901 -- RETURN RECEIPT REQUESTED

Federal Highway Administration
Attn: Hugh Hadsock
2520 West 4700 South, Suite 9-A
Salt Lake City, Utah 84129

LETTER OF CONSENT

Dear Mr. Hadsock:

Request has been received for the appropriation of public lands of the United States within the State of Utah for the purpose of amending a right-of-way use document to the Utah Department of Transportation (UDOT) for Pine Creek Climbing Lane (UDOT project number S-I15-3(41)141), pursuant to U.S.C. TITLE 23: Highways, Section 317.


See Exhibit A for the legal land description for this amended appropriation.

In accordance with the provisions of the Interagency Agreement between the Bureau of Land Management (BLM) and the Federal Highway Administration (FHWA), the BLM agrees to the appropriation and transfer of the above described lands for the foregoing purpose subject to the following conditions, stipulations for which must be included in the right-of-way use document issued to UDOT, agreed upon by the State, and enforced by FHWA:

1. Resolution of existing valid claims and use authorizations. If outstanding valid claims exist on the date of this use authorization, the State agency shall obtain such permission as may be necessary on account of any such claims.
2. Granting authority to FHWA within the appropriation is limited to rights-of-way for the Federal-aid Highway System and those classes of highways provided for in Chapter 2, 23 U.S.C.
3. The appropriation will automatically terminate if construction is not started within ten (10) years or sooner if agreed upon. **Interstate-15 already exists in this area; this amendment authorizes the UDOT Pine Creek climbing lanes project to be constructed.**

4. This appropriation has been issued in perpetuity. However, When the need for the appropriation no longer exists and UDOT has reasonably rehabilitated the area to protect and public and environment, FHWA will notify BLM in writing. Upon receipt of this notice and acceptance of the rehabilitation, the land appropriated shall revert to the BLM.
5. The use right herein authorized is limited to the described right-of-way and the space above and below for highway purposes and does not include any use rights for non-highway purposes.
6. BLM retains the authority to grant additional rights-of-way uses within and across the appropriated highway or material site right-of-way. Such additional uses include, but not limited to, transportation and utility systems for water, power, communications, oil and gas, or any other facilities which are in the public interest, are not directly associated with highway use, operation and related highway purpose, and are not inconsistent with Title 23 of the U.S. Code. The FHWA shall be consulted prior to the issuance of such authorizations.
7. Location by BLM of any Bureau information signs on the portions of the right-of-way outside of construction clearing limits except that such signs shall not be located on the right-of-way of the Interstate System.
8. Consistent with highway safety standards, the State agency shall:
 - a. Protect and preserve soil and vegetation cover and scenic and esthetic values on the right-of-way outside of construction limits.
 - b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, maintenance of the highway.
 - c. Vegetate and keep vegetated with suitable species all earth cut of fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary prior to completion of the highway and shall maintain terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after constructions.
9. No sites for highways operations and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way may be established without obtaining approval from the BLM authorized officer.
10. Application of chemicals shall be pursuant to the National Environmental Act and shall be approved by FHWA prior to application by the State.
11. The provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 242) shall be complied with.
12. In addition to the above stipulations this fed aid site is subject to all rights, terms and conditions of the original grant for each appropriate site.
13. FHWA, UDOT and their contactors shall comply with the requirements set forth in the Environmental Study for the Pine Creek Climbing Lanes project S-I15-3(41)141.

If you have any questions please contact Michelle Campeau, Realty Specialist, at (435) 865-3047 or send e-mail to mcampeau@blm.gov.


Elizabeth R. Burghard
Field Manager
Cedar City Field Office

Enclosures

cc:

Jolene Ottley (via e-mail)
Utah Department of Transportation
Rights-of-way Project Coordinator
joleneottley@utah.gov
(801) 965-4256

EXHIBIT – A

FHWA

**LEGAL DESCRIPTION
UTU-0-034586**

Meridian	Township	Range	Section	Subdivision
SLM	T. 26 S.	R. 07 W.	35	SWSW;
SLM	T. 27 S.	R. 07 W.	11	NW, NESW, S2SW;
SLM	T. 27 S.	R. 07 W.	14	W2NW;
SLM	T. 27 S.	R. 07 W.	15	E2NE, NESE;
SLM	T. 27 S.	R. 07 W.	15	Lot 3 and 4;
SLM	T. 27 S.	R. 07 W.	22	N2NE, SWNE, SENW, E2SW, W2SE;
SLM	T. 27 S.	R. 07 W.	27	NW, NWSW;
SLM	T. 27 S.	R. 07 W.	28	SENE, SE;

TOTAL ACRES: 343.608**APPROPRIATIONS AMENDMENT
TO EXISTING AUTORIZATION**

The proposed amendments are within the noted subdivisions above, however they are outside the existing appropriations/right-of-way boundary. Amendment would increase the total casefile acreage from 343.608 to 355.753. The following legal descriptions are the areas where the proposed amendments would take place:

Meridian	Township	Range	Section	Subdivision	UDOT Parcel
SLM	T. 27 S.	R. 07 W.	11	NWNW, E2SW;	1:4A, 1:5A
SLM	T. 27 S.	R. 07 W.	15	Lot 4;	1:2A
SLM	T. 27 S.	R. 07 W.	15	NESE;	1:3A
SLM	T. 27 S.	R. 07 W.	22	N2NE, SWNE, SESW, W2SE;	1:A, 1:2A

TOTAL ACRES OUTSIDE ROW BOUNDARY: 12.145**ACREAGE TOTAL (existing and proposed): 355.753**



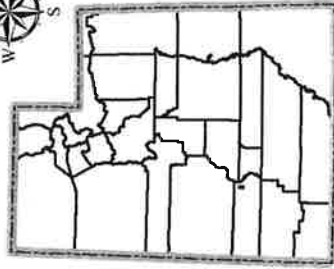
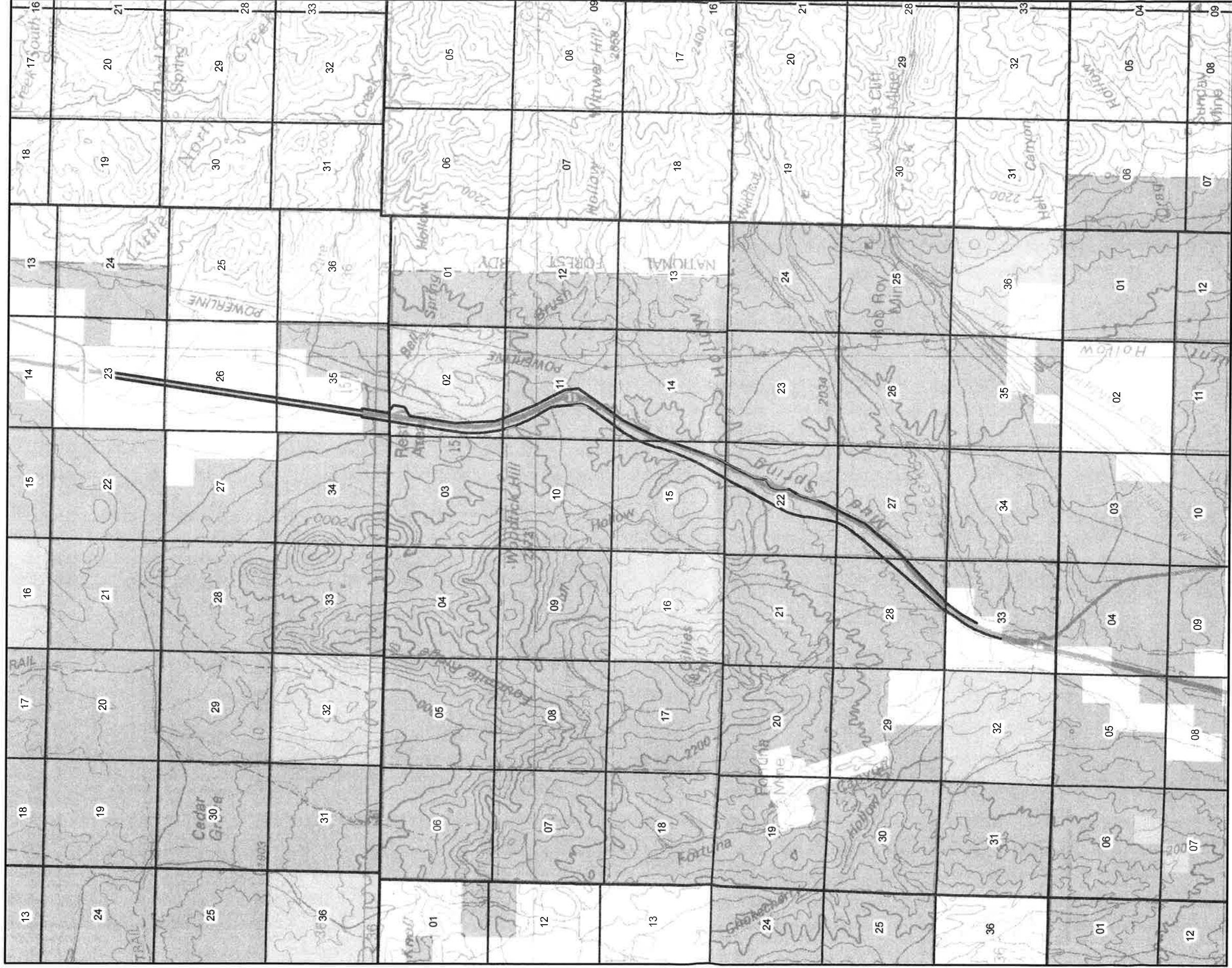
BUREAU OF LAND MANAGEMENT
CEDAR CITY FIELD OFFICE
LANDS AND REALTY

PINE CREEK CLIMBING LANES
UTU-34586 AMENDMENT

R 8 W

R 7 W

R 6 W



Bureau of Land Management (BLM)

Indian Reservation (IR)

Private

State Wildlife Reserve/Management Area

US Forest Service (USFS)

State

FHWA_NEW_PARCELS

FHWA_ORIGINAL_ROW

No warranty is made by the BLM for use of the data for purposes not intended by the BLM.

This product may not meet BLM standards for accuracy and content. Different data sources and input scales may cause some misalignment of data layers.

This map was created by:
Michelle Campeau on
December 19, 2014



INTERDISCIPLINARY TEAM NEPA EA REVIEW CHECKLIST

Project Title: Appropriations Amendment for Pine Creek Truck Passing Lane

NEPA Log Number: DOI-BLM-UT-C010-2015-0012-CX

File/Serial Number: Amendment to UTU-0-34586

Project Leader: Michelle Campeau

STAFF REVIEW OF RESOURCES AND ISSUES CONSIDERED:

RESOURCE	SPECIALIST	DRAFT EA REVIEW INITIAL/DATE	FINAL DOCUMENTATION REVIEW INITIAL/DATE
Air Quality	Craig Egerton	OK – CE – 12/10/2014	n/a
Areas of Critical Environmental Concern	Dave Jacobson	None within the CCFO	n/a
Cultural Resources	Jamie Palmer	OK—JP—12/15/2014	n/a
Greenhouse Gas Emissions	Craig Egerton	Greenhouse Gas Emissions were not analyzed.	UDOT did not include an analysis of greenhouse gases. The BLM has determined that there would not be impacts to this resource as it is a small project in an area where substantial emissions do not occur.
Environmental Justice	Michelle Campeau	There are no minority populations associated with this project proposal.	n/a
Farmlands (Prime or Unique)	Craig Egerton	OK – CE – 12/10/2014	n/a
Fish and Wildlife	Sheri Whitfield	The area is mapped as UDWR crucial winter range for mule deer. Because of the area identified for construction no impacts to mule deer are expected 12/08/14.	n/a
Floodplains	Craig Egerton	OK – CE – 12/10/2014	n/a
Fuels/Fire Management	Paul Briggs	The proposal would have no impact on fire or fuels management	n/a
Geology / Mineral Resources/Energy Production	Ed Ginouves	There are no known mineral resource occurrences with the project area. 12/2/2014	n/a
Hydrologic Conditions	Craig Egerton	Hydrologic conditions were partially analyzed. Document lacks any analysis of removal of protective vegetation and lacks a reclamation plan. Suggest proper mitigation for newly disturbed area including a recontouring and reseeding plan.	See UDOT standards at this link http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:3694 01/14/2015-MC

RESOURCE	SPECIALIST	DRAFT EA REVIEW INITIAL/DATE	FINAL DOCUMENTATION REVIEW INITIAL/DATE
Invasive Species/Noxious Weeds	Craig Egerton	Document only mentions that invasive and noxious weeds could be introduced and that contractor is to avoid unnecessary disturbance. The noxious weed, Scotch thistle is present in the area. The document should include a proponent adopted mitigation measure that states the ROW holder would be responsible for long term monitoring and control of county and state listed noxious weeds in accordance with state and federal law.	See UDOT standards at this link http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:3694 01/14/2015-MC
Lands/Access	Michelle Campeau	Initial construction may cause some minor traveling issues because of road construction in this area on I-15. However, in the long term flow of traffic would be improved due to the proposed action.	n/a
Livestock Grazing	D. Fletcher	The project is located within the Pine Creek/Indian Creek Allotment. The project would impact approximately 12 acres; however, this area is dominated by pinyon and juniper with an absence of a perennial grass understory. Therefore, there would be no impact livestock grazing. DF - 12/03/2014	n/a
Migratory Birds.	Sheri Whitfield	No impacts to migratory birds are expected 12/08/14.	n/a
Native American Religious Concerns	Jamie Palmer	OK—JP—12/15/2014	n/a
Paleontology	Ed Ginouves	The project will disturb Tertiary-age volcanics. Using the Bureau's Potential Fossil Yield Classification System, the volcanics fall within Class 1, Very Low Potential, for fossil resources. The probability of the project work impacting fossils is negligible and no assessment or mitigation of fossil resources is necessary. 12/2/2014	n/a

RESOURCE	SPECIALIST	DRAFT EA REVIEW INITIAL/DATE	FINAL DOCUMENTATION REVIEW INITIAL/DATE
Woodland / Forestry	Jack Sathe	The project will not impact woodland resources.	n/a
Vegetation	Dan Fletcher	Refer to Rangeland Health Section. A mitigation plan would be needed. DF-12/03/2014	n/a
Visual Resources	Dave Jacobson	The project meets the VRM classification IV.	n/a
Wild Horses and Burros	C. Hunter	The project is not within and wild horse Herd Areas (HA) or Herd Management Area (HMA).	n/a
Lands with Wilderness Characteristics	Dave Jacobson	The project is not within any inventory units identified as having wilderness characteristics.	n/a

FINAL REVIEW:

REVIEWER TITLE AND NAME	DRAFT REVIEW INITIAL/DATE	FINAL REVIEW INITIAL/DATE
Environmental Coordinator:	<i>[Signature]</i>	<i>[Signature]</i> 1/13/15
Authorized Officer:	<i>[Signature]</i>	CRB 1/14/15



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

January 12, 2015

Michelle Campeau, Realty Specialist
BLM, Cedar City FO
176 East D.L. Sargent Drive
Cedar City, UT 84721

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver
County
Final, Signed Categorical Exclusion

Dear Ms. Campeau:

Per our recent telephone conversation, a copy of the final Categorical Exclusion for the subject project is enclosed.

Thank you for your time and comments. If you have any questions or concerns as the project goes under construction, please call 435-253-2524 or contact me at phiggins@utah.gov.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist
UDOT Region 4

PH/enclosures

DEPT. OF THE INTERIOR
RECEIVED

JAN 13 2014

BUREAU OF LAND MANAGEMENT
CEDAR CITY, UTAH

ENVIRONMENTAL STUDY

Project Name: I-15; Pine Creek Climbing Lanes & ITS/ATMS

PIN: 10784

Project No.: S-I15-3(41)121

Job/Proj: 71457

Prepared By: Pamela Higgins

For guidance in preparing this environmental study, refer to Chapter 4 of the UDOT Environmental Process Manual of Instruction:

<http://www.udot.utah.gov/go/environmental>

REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study and I hereby attest that the document is complete and the details of the document are correct.

Reviewer's (Signature):



Date: 11/20/14

Reviewer (Printed):

Eric Hansen

Firm/UDOT Region:

4

STATE FUNDED PROJECTS

As a result of this Environmental Study, UDOT finds that this project will NOT cause significant environmental impacts.

Approved:



2014.11.20

18:59:15 -07'00' Date:

UDOT Region Environmental Manager

3. Public Hearing/Opportunity for Public Hearing

- NO** This project could result in public controversy or substantial impacts to adjacent properties, or substantially changes roadway geometry.
- NO** There are significant social, economic, environmental or other effects. If YES, a Categorical Exclusion is not applicable. Consult with UDOT Central Environmental Services.
- NO** UDOT/FHWA has determined that a public hearing is in the public interest.

If the answer to ANY of the above questions is YES, a public hearing or opportunity for a public hearing is required (attach documentation identifying date and location of hearing, summary of comments, and responses to substantial comments, or include certification of opportunity for hearing.)

The following types of public involvement have been provided:

- NO** Public Hearing in accordance with state and federal procedures
- NO** Opportunity for Public Hearing
- NO** Open House
- NO** Other:
- NO** Documentation is attached identifying the date and location of hearing, summary of comments, and responses to substantial comments; or the Certification of Opportunity for a Hearing is attached.

4. Right-of-Way

- YES** Acquisition of Right-of-Way is required.
- NO** The right-of-way required is significant because of its size, location, use, or relationship to remaining property and abutting properties. (If the right-of-way required is significant, the project does not qualify as a Categorical Exclusion.)
- Comments:** UDOT will be acquiring new ROW easements from SITLA and BLM, but no private property is involved. Acquisition parcels detailed in the attached supporting documentation.

6. Paleontological

- NO** This project is one of the 16 types of projects listed in Stipulation III of the Memorandum of Understanding (MOU) with the Utah Geological Survey (UGS) that has no effect on paleontological resources and does not require notification to the UGS. If YES, a memo from the UDOT Region NEPA/NHPA Specialist is attached (can be included in cultural memo).

For all other projects, the UGS has been notified and has responded with the following (attach UGS letter and memo from the UDOT Region NEPA/NHPA Specialist):

- YES** There are no known paleontological localities in the area of potential effects and the formations in the project area have a low potential for containing fossil remains (Class 1 or 2).
- NO** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects, but the UDOT Region NEPA/NHPA Specialist (or paleontologist) has determined that they will not be affected by the project.
- NO** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects and may be affected by construction activities. A survey and/or monitoring by a qualified paleontologist is required.

7. Federally Threatened, Endangered, or Candidate Species

For State Funded Projects:

- NO** Project is a type covered under the Memorandum Regarding Streamlining of Threatened & Endangered Species Consultation for State-funded Projects (November 17, 2003).
- YES** The project will have **"no effect"** to threatened, endangered, or candidate species, or their critical habitats.
- NO** Project either **"may affect but is not likely to adversely affect"** or **"may effect and is likely to adversely affect"** threatened, endangered, or candidate species, or their critical habitats, protected under the Endangered Species Act. If YES, attach memo/Biological Assessment (BA) from the UDOT Wildlife Biologists, and concurrence/Biological Opinion (BO) from U.S. Fish and Wildlife Service (USFWS). List all mitigation/conservation measures.

14. Air Quality

- YES** This project has the potential to increase particulate matter due to construction activities.
- NO** This project adds or alters roadway capacity or will result in increased traffic volumes at signalized intersections.

If YES, the Air Quality Supplement is attached.

15. Relocations

- NO** There may be relocations of residences or businesses as a result of this project.

16. Land Use/Urban Policy

- NO** This project may affect land use or urban policy.

18. Other Environmental Factors Considered

This Project, except as noted and explained in attachments, will have no disproportionate, serious or lasting effect on the following:

- NO** Visual
- NO** Social/Economic
- NO** Title VI and/or Environmental Justice
- NO** Natural Resources
- NO** Construction
- NO** Energy
- NO** Geology/Soils
- NO** Wild/Scenic Rivers
- NO** Ecology

Comments: 1. Visual: Blend all constructed slopes back into the existing contour. Implement slope rounding techniques for cut slopes 6-ft height and greater.
2. Visual: Reclaim all disturbed areas per UDOT standard specifications.

19. Conclusion

- NO** This project may have substantial controversy or significant impacts.

UTAH DEPARTMENT OF TRANSPORTATION
1st and Final Summary of Right Of Way

Sheet 1 of 1

Location: I-15; MP 120.46 – 133.45 & I-70; MP .00 – 2.54 Project No. S-I15-3(41)121

Approved for Acquisition Authority No. 71457 PIN 10784

Road Section No. 1-15-4 (County-Route-Region)

Parcel Number	Grantor	Sq. Feet	Acres	Remarks
I15:1:A	Bureau of Land Management, through and by the U.S. Department of the Interior	76,510	1.756	
I15:1:2A	Bureau of Land Management, through and by the U.S. Department of the Interior	335,079	7.692	
I15:1:3A	Bureau of Land Management, through and by the U.S. Department of the Interior	12,209	0.280	
I15:1:4A	Bureau of Land Management, through and by the U.S. Department of the Interior	73,004	1.676	
I15:1:5A	Bureau of Land Management, through and by the U.S. Department of the Interior	32,719	0.751	
I15:2:A	The State of Utah, through and by the School and Institutional Trust Lands Administration	76,561	1.758	

Prepared by: D. McRae, Civil Science Inc., 9/03/2014 Checked by: M. Brailsford, Civil Science Inc., 9/10/2014

Map Sheets: RWTT-01, RW-09-RW-16, RW-19-RW-21, RW-23-RW-26 RW-53(11-01-03)

- Acquire the necessary ROW for project improvements outside the existing ROW
- Provide a new seal for the existing roadway surface
- Address substandard geometry by reconstructing or mitigating (signing, etc.)
- Replace all barrier effected by the widening
- Update corridor signing
- Evaluate operational improvements for chain up areas at existing ramps

UDOT initially planned to address the problem by adding climbing lanes from milepost (MP) 120.8 to MP 126.1 along NB I-15 and from MP 123.7 to MP 127.3 along SB I-15, Beaver County, Utah. The original area of potential construction effect (APE) included the entire I-15 corridor throughout the project boundaries, plus an additional 100 ft. outside the ROW on the west side of the southbound lane. To improve communication between Region 4 offices/maintenance stations and the UDOT Traffic Operations Center (TOC) in Salt Lake City, Automated Traffic Management Systems/Information Technology Services (ATMS/ITS) conduit installation was added to the first proposal. Conduit installation extended the project north on I-15 to MP 134.34, forking east at the I-70 interchange (I-15 MP 132) to I-70 MP 1.17, then north at SR-161 interchange to MP 0.43. Conduit installation follows the east and south sides of the highways.

In 2013, money was added to the project to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123 (now totaling 200 ft. outside the current ROW).

Further project scope changes required additional CRI of 500 ft. outside the ROW line on the west side of the southbound lane between MP 124.4 and 125. The proposal expanded again and required CRI of additional 100 ft. outside of the UDOT ROW east of the northbound lane between MP 122.5 and 123.7 (now totaling 200 ft.) outside the ROW, and 200 ft. west of the southbound lane between MP 125.2 and 126.3. One more scope expansion was added in July 2014. The final boundaries of the project inventory are delineated in the enclosed project report, and the project location is illustrated in Figure 1.

Between 2012 and 2014, the evolving APE was surveyed by Desert West Environmental Services, under State Antiquities Project Numbers U13DV0002 and U14DV0666, and the complete results are reported in Class III Cultural Resources Inventory of the I-15 Pine Creek Truck Passing Lane And ATMS Project, Mile Post 121-135.3, Beaver and Millard Counties, Utah, September 25, 2014, and Addendum to the Class III Cultural Resources Inventory of the I-15 Pine Creek Truck Passing Lane and ATMS Project, Mile Post 121-135.3, Beaver County, Utah (see enclosed reports). An intensive level pedestrian survey was conducted using 15 meter transects to identify archaeological resources. A survey for architectural resources was not conducted since no historic structures are located within the APE.

During the inventory, 27 previously recorded and 13 newly recorded archaeological sites were updated and/or recorded. Of these, 24 archaeological sites are eligible to the National Register of Historic Places (NRHP). All of the updated/newly recorded sites are located within the APE. No known traditional cultural properties or paleontological resources are in the APE. The Determinations of Eligibility are provided in Table 1 for archaeological resources.

Table 1. Determinations of Eligibility and Findings of Effect for Archaeological Resources.

SITE NO.	DESCRIPTION	LAND STATUS	ELIGIBLE
42BE1293	Prehistoric Lithic Scatter	UDOT/Private	Not Eligible
42BE1294	Prehistoric Lithic Scatter	Private	Not Eligible
42BE1295	Prehistoric Lithic Scatter	Private	Eligible
42BE1562	Prehistoric Lithic Scatter	SITLA/BLM-Cedar City FO	Eligible
42BE2183	Prehistoric Lithic Scatter	SITLA	Eligible
42BE2184	Prehistoric Lithic Scatter	SITLA	Eligible
42BE2185	Prehistoric Lithic Scatter	Private/BLM-Cedar City FO	Eligible
42BE2186	Prehistoric Lithic Scatter	Private	Eligible
42BE2187	Prehistoric Lithic Scatter	Private	Eligible
42BE2188	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE2189	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE2190	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE2191	Historic Time-Period US Highway 91 / Beaver to Salt Lake Route	BLM-Cedar City FO/SITLA/ Private	Eligible
42BE2260	Prehistoric Lithic Scatter	BLM-Cedar City FO/SITLA	Eligible
42BE4103	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE4104	Historic Time-Period Trash Scatter	BLM-Cedar City FO	Not Eligible
42BE4256	Ditch	Private	Not Eligible
42BE4257	Prehistoric Lithic Scatter	SITLA	Eligible
42BE4258	Borrow Pit	BLM-Cedar City FO	Not Eligible
42BE4259	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE4260	Prehistoric Lithic Scatter	Private	Eligible
42BE4261	Prehistoric Lithic Scatter	Private	Eligible
42BE4262	Earthen Canal	Private	Not Eligible
42BE4311	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE4312	Prehistoric Lithic Scatter	BLM-Cedar City FO	Eligible
42BE4313	Prehistoric Lithic Scatter	BLM-Cedar City FO	Not Eligible
42MD0950	Prehistoric Lithic Scatter	BLM-Fillmore FO	Not Eligible
42MD0951	Prehistoric Lithic Scatter	BLM-Fillmore FO	Not Eligible
42MD0952	Prehistoric Lithic Scatter	BLM-Fillmore FO	Eligible
42MD0953	Prehistoric Lithic Scatter	BLM-Fillmore FO	Not Eligible
42MD0954	Prehistoric Lithic Scatter	BLM-Fillmore FO	Eligible
42MD0955	Prehistoric Lithic Scatter	UDOT/Private	Not Eligible
42MD0956	Prehistoric Lithic Scatter	UDOT/Private	Not Eligible
42MD0959	Prehistoric Lithic Scatter	UDOT	Not Eligible
42MD0960	Prehistoric Lithic Scatter	UDOT	Not Eligible
42MD0961	Prehistoric Lithic & Ceramic Scatter	UDOT	Eligible
42MD0963	Prehistoric Lithic Scatter	UDOT/Private	Not Eligible
42MD1425	Historic Time-Period US-91 / Current SR-161	UDOT/Private	Eligible
42MD2273	Prehistoric Lithic Scatter	UDOT/Private	Eligible
42MD3741	Historic Time-Period Cove Creek Road / County Road 3535	BLM-Fillmore FO	Not Eligible

14-1501



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

November 10, 2014

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

Ms. Lori Hunsaker
Deputy SHPO, Antiquities Coordinator
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: UDOT Project No. S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver and Millard Counties
Findings of Effect

Dear Ms. Hunsaker:

As described in the Determination of Eligibility (DOE) dated October 27, 2014, the Utah Department of Transportation (UDOT) is preparing to undertake the subject state-aid project. In accordance with *Programmatic Agreement between the UDOT and the Utah State Historic Preservation Officer Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah* (executed March, 19, 2008), the UDOT has taken into account the effects of this undertaking on historic properties and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, the following document is submitted in accordance with the *Interagency Agreement between the Utah Department of Transportation and the Utah Bureau of Land Management, Utah State Office, regarding Coordination of Cultural Resource Consultation Requirements under Section 106 of the National Historic Preservation Act and the Utah State Antiquities Act* (executed May 3, 2013).

PROJECT DESCRIPTION

UDOT is proposing to construct a truck climbing lanes on Interstate 15 (I-15) northbound (NB) lane from milepost (MP) 120.8 to MP 126.0 and on the southbound (SB) lane between MP 123.7 and MP 127.3. To improve communication of road conditions between Region 4 and the UDOT Traffic Operations Center (TOC), fiberoptic conduit will be installed from MP 121 to MP 134.5 on I-15, MP 0.0 to MP 2.5 on I-70 and MP 0.0 to 0.43 on State Route (SR) 161. The conduit will follow the west side of the SB lane, in existing shoulder disturbance between MP 121 and MP 130.1. The conduit will then be pushed under I-15 to the east side of the NB lane between MP 130.1 to MP 134.3. The conduit will be placed in the shoulder on the south side of I-70 and in the shoulder on the north side of SR-161.

During the project cultural resource inventories (CRI), 27 previously recorded and 13 newly recorded archaeological sites were updated and/or recorded. Of these, 24 archaeological sites are eligible to the National Register of Historic Places (NRHP). The Determination of Eligibility was submitted to the Utah State Historic Preservation officer on October 29, 2014. Maps illustrating the site location and design cut and fill lines are in Appendix A.

Received

NOV 13 2014

USHPO

SITE NO.	DESCRIPTION	LAND STATUS	ELIGIBLE	FINDINGS OF EFFECT
42BE4257	Prehistoric Lithic Scatter	SITLA	Yes*	No Historic Properties Affected
42BE4258	Borrow Pit	BLM-Cedar City FO	No	No Historic Properties Affected
42BE4259	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE4260	Prehistoric Lithic Scatter	Private	Yes*	No Historic Properties Affected
42BE4261	Prehistoric Lithic Scatter	Private	Yes*	No Historic Properties Affected
42BE4262	Earthen Canal	Private	No	No Historic Properties Affected
42BE4311	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE4312	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE4313	Prehistoric Lithic Scatter	BLM-Cedar City FO	No	No Historic Properties Affected
42MD0950	Prehistoric Lithic Scatter	BLM-Fillmore FO	No	No Historic Properties Affected
42MD0951	Prehistoric Lithic Scatter	BLM-Fillmore FO	No	No Historic Properties Affected
42MD0952	Prehistoric Lithic Scatter	BLM-Fillmore FO	Yes*	No Historic Properties Affected
42MD0953	Prehistoric Lithic Scatter	BLM-Fillmore FO	No	No Historic Properties Affected
42MD0954	Prehistoric Lithic Scatter	BLM-Fillmore FO	Yes*	No Historic Properties Affected
42MD0955	Prehistoric Lithic Scatter	UDOT/Private	No	No Historic Properties Affected
42MD0956	Prehistoric Lithic Scatter	UDOT/Private	No	No Historic Properties Affected
42MD0959	Prehistoric Lithic Scatter	UDOT	No	No Historic Properties Affected
42MD0960	Prehistoric Lithic Scatter	UDOT	No	No Historic Properties Affected
42MD0961	Prehistoric Lithic & Ceramic Scatter	UDOT	Yes*	No Historic Properties Affected
42MD0963	Prehistoric Lithic Scatter	UDOT/Private	No	No Historic Properties Affected
42MD1425	Historic Time-Period US-91/Current SR-161	UDOT/Private	Yes*	No Historic Properties Affected
42MD2273	Prehistoric Lithic Scatter	UDOT/Private	Yes*	No Adverse Effect
42MD3741	Historic Time-Period Cove Creek Road/County Road 3535	BLM-Fillmore FO	No	No Historic Properties Affected

*eligible sites will be wrapped in environmental fence or demarcated with lath and flagging

sent regularly since that time. With the updated scopes the PITU and Hopi have added requests to be notified of adverse effects to prehistoric sites and ongoing consultation.

The BLM and SITLA archaeologists were provided project notification memos and copies of the draft archaeological report for review. The Cedar City FO offered comments, which have been addressed in the final report. Copies of consultation are enclosed in Appendix B.


SUMMARY

To summarize, Construction Option #1 will result in a finding of **No Adverse Effect** for two archaeological sites, and a finding of **No Historic Properties Affected** for all remaining archaeological sites. Construction Option #2 will result in a finding of **Adverse Effect** for one prehistoric archaeological site, a finding of **No Adverse Effect** for two archaeological sites, and a finding of **No Historic Properties Affected** for all remaining archaeological sites.

Therefore, the Finding of Effect for the proposed UDOT Project No. S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver and Millard Counties, Utah, is **No Adverse Effect to Historic Properties** for Construction Option #1 **Adverse Effect to Historic Properties** for Construction Option #2. UDOT will continue to consult with your office to resolve adverse effects if Construction Option #2 is selected.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Pamela Higgins at (435) 253-2524 or phiggins@utah.gov.

Sincerely,



Pamela Higgins
NEPA/NHPA Specialist
UDOT Region Four

Enclosures

Regarding UDOT Project No. S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver and Millard Counties, Utah, I concur with the Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *Programmatic Agreement* and U.C.A. 9-8-404, which states that the UDOT has determined that Construction Option #1 will result in a finding of **No Adverse Effect** and Construction Option #2 will result in a finding of **Adverse Effect**.



Chris Merritt, Ph.D.
Senior Preservation Planner
USHPO
for Lori Hunsaker

Lori Hunsaker
Deputy SHPO, Antiquities Coordinator

11/14/14
Date

A response within thirty (30) days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact Pamela Higgins at 435-893-4740 or at phiggins@utah.gov.

Thank you for your attention to this project notification and any comments you may have

Respectfully,



Pamela Higgins, NEPA/NHPA Specialist
Region 4 Environmental

PH

Enclosure

IDENTICAL COPIES OF THIS LETTER SENT TO:

Original to:	CC to:
Mr. Leigh Kuwanwisiwma, Director Hopi Cultural Preservation Office Pueblo of Hopi P.O. Box 123 Kykotsmovi, AZ 86039	
Ms. Dorena Martineau Cultural Resource Representative Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721	
Ms. Corrina Bow, Chairwoman Kanosh Band of the Paiutes 476 South 700 West Cedar City, UT 84721	
Ms. Betsy Chapoose, Director Cultural Rights & Protection The Ute Indian Tribe Uintah & Ouray Reservation PO Box 190 Ft. Duchesne, UT 84026	



LeRoy N. Shingoitewa
CHAIRMAN

Herman G. Honanie
VICE-CHAIRMAN

August 28, 2012

Pamela Higgins, NEPA/NHPA Specialist
Utah Department of Transportation
210 West 800 South
Richfield, Utah 84701

Re: I-15 Pine Creek Truck Climbing Lanes, Milepost 121-9

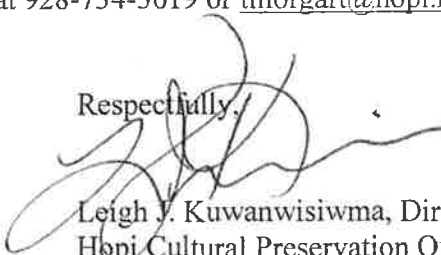
Dear Ms. Higgins,

This letter is in response to your correspondence dated August 22, 2012, regarding the Utah Department of Transportation (UDOT) proposing to add an auxiliary lane to I-15 between mileposts 121 and 129. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Utah. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate UDOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office requests consultation on any proposal with the potential to adversely affect prehistoric cultural resources. Therefore, if the cultural resources survey of the area of potential effect identifies prehistoric sites that may be adversely affected by project activities, please provide us with copies of the survey report and any proposed treatment plans for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,



Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Utah State Historic Preservation Office



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, PE
Executive Director

SHANE M. MARSHALL, PE
Deputy Director

July 23, 2013

Ms. Corrina Bow, Chairwoman
Kanosh Band of the Paiutes
476 South 700 West
Cedar City, UT 84721

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes, ADDENDUM MP 129 to MP 134.34
Beaver and Millard Counties
Project Addendum Notification and Request for Consulting Party Participation

Dear Ms. Bow:

As you may remember in August 2012, the Utah Department of Transportation (UDOT) sent notification of a proposal to add an auxiliary lane to I-15 for nine miles, between MP 121.0 and 129.0, Beaver County. The original plan includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. The proposed project right-of-way (ROW) is in lands under the jurisdiction of Cedar City Field Office (FO) of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT fee title property. This is a state-funded project.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

The UDOT Project Manager for this project has requested environmental clearances for a second proposal expansion immediately north of the initial project. The environmental evaluation of the ROW between MP 129 and MP 134.34 will ease the process for future installation of fiber optic cable. The cable will carry information to future Variable Message Signs (VMS) that will provide road condition warnings to the traveling public. This addendum crosses the Beaver and Millard County line, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property. A project location map is attached.

Pursuant to the Programmatic Agreement between the UDOT and the Utah State Historic Preservation Officer Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah (executed March 19, 2008), the UDOT requests you review this information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel any historic or cultural properties may be impacted, we request your notification and your participation as a consulting party during the development of the environmental document.

July 29, 2013

Dear Ms. Higgins,

***Subject: S-I15-3(41)121; Pine Creek Truck Climbing Lanes, ADDENDUM MP129
to MP 134.34 Beaver and Millard Counties***

The Paiute Indian Tribe of Utah thanks you for your correspondences July 23, 2013, and has reviewed the material and do not have any objections pertaining to the above named project. At this time we are not aware of any cultural resource sites, practices, or locations of importance in the tribe's traditional religions or culture. As you are aware the tribes supports the identification and avoidance of prehistoric archaeological sites and traditional cultural properties.

The Paiute Tribe sincerely appreciates the consideration and efforts you and your staff have made to consult with the Tribes.

(We concur with your determination of eligibility and effort for this undertaking).
(This letter serves as our comment on the determinations you have made).

Sincerely,

Dorena Martineau/Cultural Resource
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, Utah 84721

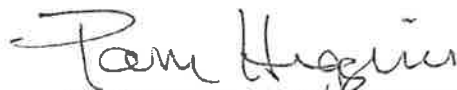
by the proposed undertaking. If you feel any historic or cultural properties may be impacted, we request your notification and your participation as a consulting party during the development of the environmental document.

At your request, UDOT staff will be available to meet with you to discuss any concerns you might have. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking. We would also appreciate any suggestions you might have about any other groups or individuals that we should contact regarding this project.

A response within thirty (30) days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact Pamela Higgins at 435-893-4740 or at phiggins@utah.gov.

Thank you for your attention to this project notification and any comments you may have

Respectfully,



Pamela Higgins, NEPA/NHPA Specialist
Region 4 Environmental

PH

Attachment

IDENTICAL COPIES OF THIS LETTER SENT TO:

Original to:	CC to:
Mr. Leigh Kuwanwisiwma, Director Hopi Cultural Preservation Office Pueblo of Hopi P.O. Box 123 Kykotsmovi, AZ 86039	
Ms. Dorena Martineau Cultural Resource Representative Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721	
Ms. Corrina Bow, Chairwoman Kanosh Band of the Paiutes 476 South 700 West Cedar City, UT 84721	
Ms. Betsy Chapoose, Director Cultural Rights & Protection The Ute Indian Tribe Uintah & Ouray Reservation PO Box 190 Ft. Duchesne, UT 84026	



LeRoy N. Shingoitewa
CHAIRMAN

Herman G. Honanie
VICE-CHAIRMAN

August 28, 2012

Pamela Higgins, NEPA/NHPA Specialist
Utah Department of Transportation
210 West 800 South
Richfield, Utah 84701

Re: I-15 Pine Creek Truck Climbing Lanes, Milepost 121-9

Dear Ms. Higgins,

This letter is in response to your correspondence dated August 22, 2012, regarding the Utah Department of Transportation (UDOT) proposing to add an auxiliary lane to I-15 between mileposts 121 and 129. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Utah. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate UDOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office requests consultation on any proposal with the potential to adversely affect prehistoric cultural resources. Therefore, if the cultural resources survey of the area of potential effect identifies prehistoric sites that may be adversely affected by project activities, please provide us with copies of the survey report and any proposed treatment plans for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, which appears to be "Leigh J. Kuwanwisiwma". The signature is written in a cursive, flowing style.

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Utah State Historic Preservation Office



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

June 11, 2014

Mr. Leigh Kuwanwisiwma, Director
Hopi Cultural Preservation Office
Pueblo of Hopi
P.O. Box 123
Kykotsmovi, AZ 86039

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129
Draft Cultural Resource Report and Site Records for Review

Dear Mr. Kuwanwisiwma:

In August 2012, the Utah Department of Transportation (UDOT) provided notification to you regarding a project proposal to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The project is state-funded.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line, the UDOT Project Manager requested that the proposal expand again to include the right-of-way (ROW) from MP 129 to MP 134.34. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

Further project scope changes required additional CRI of 500 ft. outside the ROW line between MP 124.4 and 125.2 on the west side of the southbound lane.

In April 2013 and April 2014, at UDOT's request, Desert West Environmental, Ogden, inventoried the ROW. A draft report of the findings and site records are enclosed for your review. Proposed project effects are being currently being reviewed and will be reported once determined.

Recently another scope change was added to the project and will require CRI of additional 100 ft. outside of the UDOT ROW between MP 122.5 and 123.7, totaling 200 ft. outside the ROW, east of the northbound lane. Two hundred ft. west of the southbound lane between MP 125.2 and 126.3 is also required. Documentation of these findings will be reported in an addendum draft report and sent for your review upon completion.

Thank you for your time and comments. If you have any questions or concerns regarding this proposal, please call 435-253-2524 or contact phiggins@utah.gov.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist
UDOT Region 4

PH/enclosures

TABLE 1. FINDINGS OF EFFECT FOR ARCHAEOLOGICAL RESOURCES

SITE NO.	DESCRIPTION	LAND STATUS	ELIGIBLE	FINDINGS OF EFFECT
42BE1293	Prehistoric Lithic Scatter	UDOT/Private	No	No Historic Properties Affected
42BE1294	Prehistoric Lithic Scatter	Private	No	No Historic Properties Affected
42BE1295	Prehistoric Lithic Scatter	Private	Yes*	No Historic Properties Affected
42BE1562	Prehistoric Lithic Scatter	SITLA/BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE2183	Prehistoric Lithic Scatter	SITLA	Yes*	No Historic Properties Affected
42BE2184	Prehistoric Lithic Scatter	SITLA	Yes*	No Historic Properties Affected
42BE2185	Prehistoric Lithic Scatter	Private/BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE2186	Prehistoric Lithic Scatter	Private	Yes*	No Historic Properties Affected
42BE2187	Prehistoric Lithic Scatter	Private	Yes*	No Historic Properties Affected
42BE2188	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE2189	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE2190	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	Construction Option 1 - No Historic Properties Affected; Construction Option 2 - Adverse Effect
42BE2191	Historic Time-Period US Highway 91/Beaver to Salt Lake Route	BLM-Cedar City FO/SITLA/Private	Yes*	No Adverse Effect
42BE2260	Prehistoric Lithic Scatter	BLM-Cedar City FO/SITLA	Yes*	No Historic Properties Affected
42BE4103	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected
42BE4104	Historic Time-Period Trash Scatter	BLM-Cedar City FO	No	No Historic Properties Affected
42BE4256	Ditch	Private	No	No Historic Properties Affected
42BE4257	Prehistoric Lithic Scatter	SITLA	Yes*	No Historic Properties Affected
42BE4258	Borrow Pit	BLM-Cedar City FO	No	No Historic Properties Affected
42BE4259	Prehistoric Lithic Scatter	BLM-Cedar City FO	Yes*	No Historic Properties Affected

Segment B (42BE2191) is west of the SB lane roughly between MP 125.2 and MP 125.5. This segment is also still in-use, connecting to a road that crosses under the interstate at MP 125.5 and onto another existing trail at about MP 125.2. This segment is avoided by the proposed construction.

Segment C (42BE2191) is east of the NB lane near MP 122.8. This segment has lost all elements of historic integrity except for location.

Segment D (42BE2191) is east of the NB lane between MP 123.0 and MP 123.1 and crosses under the NB lane, remerging in the interstate median near MP 123.02. It continues through the median south to MP 122.3 where it disappears under the SB lane. The surface of the old road has degraded to pea gravel with occasional patches of remnant asphalt.

The portion of Segment D east of the NB lane is supported by a dry stacked rock retaining wall along the southeastern slope. This entire piece of Segment D will be avoided by the proposed construction. To bring a steep shoulder in the median up to current safety standards, new fill material will be poured down the eastern slope of the SB lane between MP 122.17 and MP 122.7. The fill will abut the western edge of Segment D for about 400 feet but will not cover the old roadbed.

Segment E (42BE2191) is east of the NB lane near MP 123.4. This segment has lost all elements of historic integrity except for location.

On early review, the proposed road design demonstrated multiple intrusions into site 42BE2191/42MD1425, and it was decided that revisions were needed to avoid as much of the old road as possible. The cut and fill lines were redesigned, eliminating impact to segments retaining elements of integrity and minimally contacting segments that have already been disturbed. Fiber-optic conduit will under-bore encountered segments of 42MD1425 near the intersection of I-70 and SR-161. Thus, both construction options will result in a finding of No Adverse Effect for site 42BE2191/42MD1425.

Description of Effect to Site 42MD2273: Installation of fiberoptic conduit near the I-15 and I-70 interchange will encounter prehistoric site 42MD2273, an immense lithic and ceramic scatter. The utility company has committed to under-boring the entire length of the site east of the NB lane of I-15 and the south side of the eastbound lane of I-70. Thus, both construction options will result in a finding of No Adverse Effect for site 42MD2273.

Description of Effect to Site 42BE2190: Construction Option #1 would avoid prehistoric archaeological site 42BE2190 resulting in a finding of No Historic Properties Affected. Construction Option #2 involves cutting an existing slope between MP 124.5 and MP 125.35, east side of the NB lane, back to the ROW line, to bring the slope up to current UDOT safety standards. This would impact the west edge of site 42BE2190, resulting in a finding of Adverse Effect.

To reiterate, final option will be determined after the selection of the contractor for the project. UDOT will notify you of the selected option and continue to consult with your office, if needed.

A response within thirty (30) days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact Pamela Higgins at 435-253-2524 or at phiggins@utah.gov.



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

August 23, 2012

Ms. Kristine Curry, Archaeologist
School and Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84192

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129
Project Notification

Dear Ms. Curry:

As large trucks climb the south side of the Pine Creek Pass on northbound Interstate 15 (I-15), the tractor-trailer traffic differentially slows below normal travel speeds. When faster moving rigs attempt to pass slower moving outfits, both lanes are blocked. This results in excessive congestion and unpredictable response from smaller vehicles attempting to travel at posted speeds.

To address this problem, the Utah Department of Transportation (UDOT) is proposing to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The precise location of the fiberoptic line is yet to be determined but will be confined to the UDOT right-of-way (ROW). The area of potential construction effect includes the entire I-15 corridor throughout the project boundaries, plus an additional 100 ft on the west side of the southbound lane (map attached). The proposal encompasses lands under the jurisdiction of Cedar City Field Office of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT through private property. The project is state-funded.

The ROW through the proposed project footprint has been inventoried for cultural resources multiple times, most recently in 2001. Multiple sites are present. The following table summarizes known cultural resources, ownership, and eligibility.

SITE #	AFFILIATION	TYPE	OWNER	ELIGIBILITY
42BE1262	prehistoric	lithic scatter	BLM	not eligible
42BE2183	prehistoric	artifact scatter	SITLA	eligible (d)
42BE2184	prehistoric	lithic scatter	SITLA	eligible (d)
42BE2185	prehistoric	artifact scatter	UDOT/Private	eligible (d)
42BE2186	prehistoric	artifact scatter	UDOT/private	eligible (d)
42BE2187	prehistoric	lithic scatter	UDOT/private	eligible (d)
42BE2189 (data recovery in 2003)	prehistoric	artifact scatter	BLM	eligible (d)
42BE2190	prehistoric/historic	artifact scatter	BLM	eligible (d)
42BE2191	historic	abandoned segments of SR-91	SITLA/BLM	eligible (c) -consultant recommended segments in UDOT ROW as "not contributing" due to loss of integrity
42BE2260	prehistoric	lithic scatter	BLM	eligible (d)



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

June 11, 2014

Ms. Kristine Curry, Archaeologist
School and Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84192

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver County
Draft Cultural Resource Report and Site Records for Review

Dear Ms. Curry:

In August 2012, the Utah Department of Transportation (UDOT) provided notification to your field office archaeologist regarding a project proposal to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The project is state-funded.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line, the UDOT Project Manager requested that the proposal expand again to include the right-of-way (ROW) from MP 129 to MP 134.34. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

Further project scope changes required additional CRI of 500 ft. outside the ROW line between MP 124.4 and 125.2 on the west side of the southbound lane.

Most recent scope change will require CRI of additional 100 ft. outside of the UDOT ROW between MP 122.5 and 123.7, totaling 200 ft. outside the ROW, east of the northbound lane. Two hundred ft. west of the southbound lane between MP 125.2 and 126.3 is also required. Documentation of these findings will be reported in an addendum draft report and sent for review upon completion.

In April 2013 and April 2014, at UDOT's request, Desert West Environmental, Ogden, inventoried the ROW under State Historic Preservation Office (SHPO) Survey No. U-13-DV-0002bps. A draft report of the findings and site records are enclosed for your review.

Thank you for your time and comments. If you have any questions or concerns regarding this proposal, please call 435-253-2524 or contact phiggins@utah.gov.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist
UDOT Region 4

PH/enclosures



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

August 23, 2012

Nathan Thomas, Archaeologist
BLM - Cedar City Field Office
176 East D. L. Sargent Drive
Cedar City, UT 84721

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129
Project Notification

Dear Mr. Thomas:

As large trucks climb the south side of the Pine Creek Pass on northbound Interstate 15 (I-15), the tractor-trailer traffic differentially slows below normal travel speeds. When faster moving rigs attempt to pass slower moving outfits, both lanes are blocked. This results in excessive congestion and unpredictable response from smaller vehicles attempting to travel at posted speeds.

To address this problem, the Utah Department of Transportation (UDOT) is proposing to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The precise location of the fiberoptic line is yet to be determined but will be confined to the UDOT right-of-way (ROW). The area of potential construction effect includes the entire I-15 corridor throughout the project boundaries, plus an additional 100 ft on the west side of the southbound lane (map attached). The proposal encompasses lands under the jurisdiction of Cedar City Field Office of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT through private property. The project is state-funded.

The ROW through the proposed project footprint has been inventoried for cultural resources multiple times, most recently in 2001. Multiple sites are present. The following table summarizes known cultural resources, ownership, and eligibility.

SITE #	AFFILIATION	TYPE	OWNER	ELIGIBILITY
42BE1262	prehistoric	lithic scatter	BLM	not eligible
42BE2183	prehistoric	artifact scatter	SITLA	eligible (d)
42BE2184	prehistoric	lithic scatter	SITLA	eligible (d)
42BE2185	prehistoric	artifact scatter	UDOT/Private	eligible (d)
42BE2186	prehistoric	artifact scatter	UDOT/private	eligible (d)
42BE2187	prehistoric	lithic scatter	UDOT/private	eligible (d)
42BE2189 (data recovery in 2003)	prehistoric	artifact scatter	BLM	eligible (d)
42BE2190	prehistoric/historic	artifact scatter	BLM	eligible (d)
42BE2191	historic	abandoned segments of SR-91	SITLA/BLM	eligible (c) -consultant recommended segments in UDOT ROW as "not contributing" due to loss of integrity
42BE2260	prehistoric	lithic scatter	BLM	eligible (d)



Re: I-15; Pine Creek Hill Truck Climbing Lane

Thomas, Nathan <nthomas@blm.gov>
To: Pam Higgins <phiggins@utah.gov>

Mon, Jun 17, 2013 at 2:44 PM

Pam,

If the BLM was the lead on this project we would have contacted the same tribes for this undertaking. I consider the initial consultation complete for this project as far as the BLM is concerned. In the past we have been following the Hopi Tribe's request to have a copy of the reports and treatment plan.

Nate

On Wed, Jun 12, 2013 at 11:41 AM, Pam Higgins <phiggins@utah.gov> wrote:
Hi Nate -

Last August, before the PA was signed, I sent a state-funded project notification letter to your office, but did not hear anything back. Because of Federal nexus and as I have done previously, initiated Section 106 consultation.

The project is still in the environmental development phase, and want to give you an opportunity to take the lead for Section 106. Consultation letters and responses are attached. Please let me know how you want to proceed and if you chose to take over the lead, please keep me in the loop.

thanks - Pam

--

Pamela Higgins
NEPA/NHPA Specialist
UDOT Region 4
210 West 800 South
Richfield, UT 84701
(435) 253-2524 phiggins@utah.gov

--

Nate Thomas
Archeologist
176 E DL Sargent Drive
Cedar City, Utah 84721

(435) 865-3031

Proposed Area of Potential Effects (APE):

For installation of fiber optic conduit, the width of the UDOT ROW is considered the APE. The ROW width varies through the proposed project footprint dependent on land ownership. The width through BLM jurisdictional lands is generally 200 ft. from the edge of oil and 75 ft. wide through UDOT fee title lands paralleling both north and southbound lanes.

Roughly 100 acres of the ROW are easements in the Fillmore FO jurisdictional lands, and 55 acres in the Cedar City FO.

Proposed Scope of Identification Efforts (file search, pedestrian survey, windshield/reconnaissance survey, etc.):

Because Desert West Environmental is under contract to complete the CRI on I-15 between MP 121 and MP 129, they have been asked to do the CRI for the above-described scope change. The scope of work includes file search at UDSH and BLM, pedestrian survey of the APE, updates to previously recorded sites, and documentation of new sites and isolated finds. The updated findings will be incorporated into the earlier draft version of the CRI report and a copy of the final draft will be sent for your review and comments.

Potential Consulting Parties (including Native American Tribes):

Kanosh Band of the Paiute Indians, the Paiute Indian Tribe, of Utah, Uintah & Ouray Reservation of the Ute Indian Tribe, and the US Army Corps of Engineers

The project is being processed under the BLM agreement and the 106 Programmatic Agreement (PA). The BLM FOs are the lead agencies for Section 106. The UDOT will provide project updates to previously contacted tribes and other land and permitting agencies. Copies of all correspondence will be sent as soon as completed. As part of our process the UDOT will complete State Environmental Study (SES). The SES does not preclude the BLM completing any required NEPA documentation.

_____ No Response

Date: _____

Initials: _____

Comments:

RECEIVED

JUL 18 2013

Bureau of Land Management
Fillmore Field Office

INITIAL UDOT – BLM CONSULTATION

Submitted in accordance with the *Interagency Agreement between the Utah Department of Transportation and the Utah Bureau of Land Management, Utah State Office, regarding Coordination of Cultural Resource Consultation Requirements under Section 106 of the National Historic Preservation Act and the Utah State Antiquities Act* (executed May 3, 2013).

Project Name: Pine Creek Truck Climbing Lanes MP 121 to 129, Addendum

UDOT Project PIN/Number: 10784; S-I15-3(41)121

Contact Information: Pamela Higgins, NEPA/NHPA Specialist

UDOT Region 4

210 West 800 South

Richfield, UT 84701

Desk: 435-893-4740 Cell: (435) 253-2524 or phiggins@utah.gov

Other Agencies (other land management or permitting agencies):

Fillmore FO of the BLM

Cedar City FO of the BLM

US Army Corps of Engineers

Project Description:

As large trucks climb the south side of the Pine Creek Pass on northbound Interstate 15 (I-15), the tractor-trailer traffic differentially slows below normal travel speeds. When faster moving rigs attempt to pass slower moving outfits, both lanes are blocked. This results in excessive congestion and unpredictable response from smaller vehicles attempting to travel at posted speeds.

The purpose of the project is to add an auxiliary lane to ease congestion and increase capacity on the steep climb over the pass, south of the I-15 and I-70 interchange at milepost (MP) 132. Proposed fiber optic cable conduit will provide power for planned VMS boards that will improve safety for the traveling public.

The Utah Department of Transportation's (UDOT) original plan was to add an auxiliary lane to I-15 for nine miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. The proposal encompasses lands under the jurisdiction of Cedar City Field Office (FO) of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT fee title property. *This is a state-funded project.*

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line between MP 129 and MP 134.34, the UDOT Project Manager requested that the proposal expand again (see attached map). The right-of-way (ROW) from MP 129 to MP 134.34 will be inventoried for cultural resources. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

INITIAL UDOT – BLM CONSULTATION

Submitted in accordance with the *Interagency Agreement between the Utah Department of Transportation and the Utah Bureau of Land Management, Utah State Office, regarding Coordination of Cultural Resource Consultation Requirements under Section 106 of the National Historic Preservation Act and the Utah State Antiquities Act* (executed May 3, 2013).

Project Name: Pine Creek Truck Climbing Lanes MP 121 to 129, 2nd Addendum

UDOT Project PIN/Number: 10784; S-I15-3(41)121

Contact Information: Pamela Higgins, NEPA/NHPA Specialist

UDOT Region 4

210 West 800 South

Richfield, UT 84701

Desk: 435-893-4740 Cell: (435) 253-2524 or phiggins@utah.gov

Other Agencies (other land management or permitting agencies):

Fillmore FO of the BLM

US Army Corps of Engineers

Project Description:

The Utah Department of Transportation's (UDOT) original plan was to add an auxiliary lane to I-15 for nine miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. The proposal encompasses lands under the jurisdiction of Cedar City Field Office (FO) of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT fee title property. *This is a state-funded project.*

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

The second project scope change was made to accommodate future installation of a UDOT fiber optic line between MP 129 and MP 134.34.

Now the UDOT Project Manager has requested environmental clearances for additional future fiber-optic conduit installation. The added portion of the proposal is in Millard County, encompassing lands under the jurisdiction of the BLM Fillmore FO and UDOT fee title through private property.

Proposed fiber optic cable conduit will provide power for planned Variable Message Signs (VMS) that will improve safety for the traveling public.

Proposed Area of Potential Effects (APE):

The area of potential effect (APE) is the right-of-way (ROW) from I-15 Exit 132 onto I-70 to MP 1.37. The APE also includes State Route (SR) 161 ROW from MP 0.0 to MP 0.43, where an existing Fiber Box is located.

RECEIVED

AUG 12 2013

INITIAL UDOT - BLM CONSULTATION

Bureau of Land Management
Fillmore Field Office

Submitted in accordance with the *Interagency Agreement between the Utah Department of Transportation and the Utah Bureau of Land Management, Utah State Office, regarding Coordination of Cultural Resource Consultation Requirements under Section 106 of the National Historic Preservation Act and the Utah State Antiquities Act* (executed May 3, 2013).

Project Name: Pine Creek Truck Climbing Lanes MP 121 to 129, 2nd Addendum
UDOT Project PIN/Number: 10784; S-I15-3(41)121
Contact Information: Pamela Higgins, NEPA/NHPA Specialist
UDOT Region 4
210 West 800 South
Richfield, UT 84701
Desk: 435-893-4740 Cell: (435) 253-2524 or phiggins@utah.gov

Other Agencies (other land management or permitting agencies):

Fillmore FO of the BLM

US Army Corps of Engineers

Project Description:

The Utah Department of Transportation's (UDOT) original plan was to add an auxiliary lane to I-15 for nine miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. The proposal encompasses lands under the jurisdiction of Cedar City Field Office (FO) of Bureau of Land Management (BLM), School and Institutional Trust Lands Administration (SITLA), and UDOT fee title property. *This is a state-funded project.*

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

The second project scope change was made to accommodate future installation of a UDOT fiber optic line between MP 129 and MP 134.34.

Now the UDOT Project Manager has requested environmental clearances for additional future fiber-optic conduit installation. The added portion of the proposal is in Millard County, encompassing lands under the jurisdiction of the BLM Fillmore FO and UDOT fee title through private property.

Proposed fiber optic cable conduit will provide power for planned Variable Message Signs (VMS) that will improve safety for the traveling public.

Proposed Area of Potential Effects (APE):

The area of potential effect (APE) is the right-of-way (ROW) from I-15 Exit 132 onto I-70 to MP 1.37. The APE also includes State Route (SR) 161 ROW from MP 0.0 to MP 0.43, where an existing Fiber Box is located.



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

June 11, 2014

Mr. Michael Gates, Field Office Manager
BLM- Fillmore Field Office
95 East 500 North
Fillmore, UT 84631

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver County
Draft Cultural Resource Report and Site Records for Review

Dear Mr. Gates:

In August 2012, the Utah Department of Transportation (UDOT) provided notification to your field office archaeologist regarding a project proposal to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The project is state-funded.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line, the UDOT Project Manager requested that the proposal expand again to include the right-of-way (ROW) from MP 129 to MP 134.34. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

Further project scope changes required additional CRI of 500 ft. outside the ROW line between MP 124.4 and 125.2 on the west side of the southbound lane.

Most recent scope change will require CRI of additional 100 ft. outside of the UDOT ROW between MP 122.5 and 123.7, totaling 200 ft. outside the ROW, east of the northbound lane. Two hundred ft. west of the southbound lane between MP 125.2 and 126.3 is also required. Documentation of these findings will be reported in an addendum draft report and sent for review upon completion.

In April 2013 and April 2014, at UDOT's request, Desert West Environmental, Ogden, inventoried the ROW under State Historic Preservation Office (SHPO) Survey No. U-13-DV-0002bps. A draft report of the findings and site records are enclosed for your review.

Thank you for your time and comments. If you have any questions or concerns regarding this proposal, please call 435-253-2524 or contact phiggins@utah.gov.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist
UDOT Region 4

PH/enclosures



I-15; Pine Creek Hill Climbing Lane

Pam Higgins <phiggins@utah.gov>
To: Patricia.L.McQueary@usace.army.mil

Wed, Jun 12, 2013 at 11:36 AM

Hi Pat -

Recently discovered that the subject state-funded project is being delineated for wetlands and may require a permit. A project notification letter and consultation letters are attached for your files.

take care - Pam

—
Pamela Higgins
NEPA/NHPA Specialist
UDOT Region 4
210 West 800 South
Richfield, UT 84701
(435) 253-2524 phiggins@utah.gov



USACE_project notif.pdf
3340K



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

August 8, 2014

Ms. Elizabeth Burghard, Field Office Manager
BLM- Cedar City Field Office
176 East D. L. Sargent Drive
Cedar City, UT 84721

RE: S-115-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver County
Draft Addendum Cultural Resource Report and Site Records for Review

Dear Ms. Burghard:

In August 2012, the Utah Department of Transportation (UDOT) provided notification to your field office archaeologist regarding a project proposal to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The project is state-funded.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line, the UDOT Project Manager requested that the proposal expand again to include the right-of-way (ROW) from MP 129 to MP 134.34. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

Further project scope changes required additional CRI of 500 ft. outside the ROW line between MP 124.4 and 125.2 on the west side of the southbound lane. Another scope change required CRI of additional 100 ft. outside of the UDOT ROW between MP 122.5 and 123.7, totaling 200 ft. outside the ROW, east of the northbound lane. Two hundred ft. west of the southbound lane between MP 125.2 and 126.3 is also required. Documentation of these findings will be reported in an addendum draft report and sent for your review upon completion.

The Cedar City Field Office archaeologist, Laurel Glidden, reviewed the draft CRI report and returned comments. Those comments have been addressed. However, late in the design another scope change to address ROW concerns was requested. The new inventory request includes 200 ft., east side of the ROW fence along northbound lanes, MP 122.5 to 123.7 and 200 ft., west side of ROW fence along the southbound lanes, MP 125.2 to 126.3.

In July 2014, Desert West Environmental, Ogden, returned to the field and inventoried the additional ground under State Historic Preservation Office (SHPO) Survey No. U-14-DV-666bs. A draft addendum report of the findings and a site record update are enclosed for your review.



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

August 8, 2014

Ms. Kristine Curry, Archaeologist
School and Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84192

RE: S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver County
Draft Addendum Cultural Resource Report and Site Records for Review

Dear Ms. Curry:

In August 2012, the Utah Department of Transportation (UDOT) provided notification to your field office archaeologist regarding a project proposal to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiberoptic line. The project is state-funded.

At a later date, money was added to the proposal to straighten two curves with limited sight distance at the Pine Creek summit. The scope change required additional cultural resource inventory (CRI) of a 100 ft. strip of private property west of the southbound lanes between MP 122 and 123.

To accommodate future installation of a UDOT fiber optic line, the UDOT Project Manager requested that the proposal expand again to include the right-of-way (ROW) from MP 129 to MP 134.34. The added portion of the proposal crosses the Beaver and Millard County lines, encompassing lands under the jurisdiction of the BLM Cedar City and Fillmore FO and UDOT fee title through private property.

Further project scope changes required additional CRI of 500 ft. outside the ROW line between MP 124.4 and 125.2 on the west side of the southbound lane. Another scope change required CRI of additional 100 ft. outside of the UDOT ROW between MP 122.5 and 123.7, totaling 200 ft. outside the ROW, east of the northbound lane. Two hundred ft. west of the southbound lane between MP 125.2 and 126.3 is also required. Documentation of these findings will be reported in an addendum draft report and sent for your review upon completion.

Another scope change to address ROW concerns was requested. The new inventory request includes 200 ft., east side of the ROW fence along northbound lanes, MP 122.5 to 123.7 and 200 ft., west side of ROW fence along the southbound lanes, MP 125.2 to 126.3.

In July 2014, Desert West Environmental, Ogden, returned to the field and inventoried the additional ground under State Historic Preservation Office (SHPO) Survey No. U-14-DV-666bs. A draft addendum report of the findings and a site record update are enclosed for your review.



Re: S-115-3(41)121; Pine Creek Truck Climbing Lanes Draft Cultural Resource Report & Forms for Review

Pam Higgins <phiggins@utah.gov>

Tue, Jun 24, 2014 at 9:10 AM

To: Kristine Curry <kristinecurry@utah.gov>

Morning Kristine

nice to hear from you

and yes; consultant was trying to save paper for the review copy

in the final report everything will be sorted correctly

take care - Pam

On Tue, Jun 24, 2014 at 8:45 AM, Kristine Curry <kristinecurry@utah.gov> wrote:

Hi Pam,

Thanks for sending on the draft report & site forms for the above reference project completed by Desert West Environmental (U-13-DV-0002b,p,s) for me to review. It all looks fine. The thing I would like to see in the final is that each site form is separate rather than all of them being continuous - right now the forms cannot be easily separated since the first page of one form is on the back of the last page of a previous form. They need to be individual documents. I'm assuming that was done for the draft review, but I just want to make sure that the final is done correctly.

Thanks again for giving me the opportunity to review everything.

Kristine

Kristine Curry
Archaeologist
State of Utah, School and Institutional Trust Lands Administration
675 E. 500 S. Suite 500
Salt Lake City, UT 84102
Phone: (801) 538-5181

—
Pamela Higgins
NEPA/NHPA Specialist
UDOT Region 4
210 West 800 South
Richfield, UT 84701
(435) 253-2524 phiggins@utah.gov

UDOT – BLM AGREEMENT COMMENT FORM
DETERMINATIONS OF ELIGIBILITY AND FINDINGS OF EFFECT

Submitted in accordance with the *Interagency Agreement between the Utah Department of Transportation and the Utah Bureau of Land Management, Utah State Office, regarding Coordination of Cultural Resource Consultation Requirements under Section 106 of the National Historic Preservation Act and the Utah State Antiquities Act* (executed May 3, 2013).

Project Name: Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver and Millard Counties

Project PIN/Number: 10784/S-I15-3(41)121

Contact Information:

Pamela Higgins, NEPA/NHPA Specialist

UDOT Region 4

210 West 800 South

Richfield, UT 84701

435-253-2524 or phiggins@utah.gov

UDOT is proposing to construct a truck climbing lanes on Interstate 15 (I-15) northbound (NB) lane from milepost (MP) 120.8 to MP 126.0 and on the southbound (SB) lane between MP 123.7 and MP 127.3. To improve communication of road conditions between Region 4 and the UDOT Traffic Operations Center (TOC), fiberoptic conduit will be installed from MP 121 to MP 134.5 on I-15, MP 0.0 to MP 2.5 on I-70 and MP 0.0 to 0.43 on State Route (SR) 161. The conduit will follow the west side of the SB lane, in existing shoulder disturbance between MP 121 and MP 130.1. The conduit will then be pushed under I-15 to the east side of the NB lane between MP 130.1 to MP 134.3. The conduit will be placed in the shoulder on the south side of I-70 and in the shoulder on the north side of SR-161.

The Determinations of Eligibility (DOE) was submitted to the Utah State Historic Preservation officer on October 29, 2014. SHPO concurrence to the DOE is attached.

UDOT is considering two construction options for the proposed project. Construction Option #1 would avoid all eligible sites except for site 42BE2191, historic time-period US-91. The Construction Option #2 allows the construction contractor to remove an existing slope between MP 124.5 and MP 125.35, east side of the NB lane, back to the ROW line. This action would bring the slope up to current UDOT safety standards but would take out the west edge of prehistoric site 42BE2190. The final option will be determined after the selection of the contractor for the project. UDOT will notify BLM, Cedar City FO, of the selected option and continue to consult with your office, if needed. Proposed project Findings of Effects are provided in Table 1.

Site Number	Site Type	Site Description	Eligibility	Effect	Concur (Y/N)
42BE1562	prehistoric	lithic scatter	Yes	No Historic Properties Affected	
42BE2185	prehistoric	lithic scatter	Yes	No Historic Properties Affected	
42BE2188	prehistoric	lithic scatter	Yes	No Historic Properties Affected	
42BE2189	prehistoric	lithic scatter	Yes	No Historic Properties Affected	



Pam Higgins <phiggins@utah.gov>

S-I15-3(41)121; Pine Creek Truck Climbing Lanes MP 121 to 129, Beaver and Millard Counties; DOE/FOE Comment Form

1 message

Pam Higgins <phiggins@utah.gov>

Wed, Nov 12, 2014 at 11:28 AM

To: "Curry, Kristine" <kristinecurry@utah.gov>

Hi

After multiple scope changes, UDOT is finally ready to submit a doe/foe

the comment form is attached. All comments will be appreciated

thanks - Pam

--

Pamela Higgins
NEPA/NHPA Specialist
UDOT Region 4
210 West 800 South
Richfield, UT 84701
(435) 253-2524 phiggins@utah.gov



SITLA_DOEFOE comment form.doc

90K

_____ I concur with the eligibility and finding of effect determinations made by:

___X___ UDOT _____ BLM

_____ I disagree with some or all of the eligibility and finding of effect determinations made by:

_____ UDOT _____ BLM

By: _____ Date: _____

Title: _____

_____ No Response Date: _____ Initials: _____

Comments:

Memorandum



To: Pam Higgins, NEPA/NHPA Specialist
UDOT, Region 4

From: Paul W. West, Wildlife Program Manager *PWW*
UDOT, Environmental Services

Date: July 10, 2014

Re: S-I15-3(41)121 -- I-15, Pine Creek Truck Climbing Lanes, Beaver County, Addendum
(PIN 10784)

CC: Brandon Weston -- UDOT, Environmental Services
Randall Taylor -- UDOT, Region 4
Jared Barton -- UDOT, Region 4
Ashley Green -- UDWR, Headquarters
Rhett Boswell -- UDWR, Southern Region
Lynn Bernhard -- UDOT, Maintenance

Encls:

The Utah Department of Transportation (UDOT) is proposing to add an auxiliary lane to I-15 for nine miles, approximately between M.P. 121.0 and 129.0 in Beaver County. The proposal includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. This is a state-funded project.

The scope of this project has been expanded approximately seven times in the last year to include straightening two curves with limited sight distance at the Pine Creek summit, installing UDOT fiber optic line between M.P. 129 and M.P. 134.34, environmental clearances for future fiber-optic conduit installation. The alignment footprint has also changed since last year.

A preliminary map illustrating the designed cut and fill lines is attached. This design is only for proposed road construction and does not include the fiber optic line installation. The green line represents cut-line and has gaps. The gaps have not been surveyed yet and will probably extend outside the ROW for about 50 feet. The black lines depict the proposed fill-lines.

Cable installations would be installed on I-15, MP 128 to 134.4; I-70, MP 0 to 1.36; and SR-161 M.P. 0 to 0.6.

Associated with this project new right-of-way would be acquired from approximately mile post 122.8 to 123.6 (see ROW Strategy Map at end).



RE: I-15; Pine Creek Hill Truck Lane

Parslow, Victor - NRCS, Richfield, UT <Vic.Parslow@ut.usda.gov>
To: Pam Higgins <phiggins@utah.gov>

Mon, Nov 25, 2013 at 3:20 PM

Hi Pam,

As you expected the valley north of the Pine Creek Hill is mostly Prime Farmland, if irrigated or statewide important farmland. A map of the farmland classification is attached.

Vic

From: Pam Higgins [mailto:phiggins@utah.gov]
Sent: Tuesday, November 19, 2013 2:19 PM
To: Parslow, Victor - NRCS, Richfield, UT
Subject: I-15; Pine Creek Hill Truck Lane

Hi -

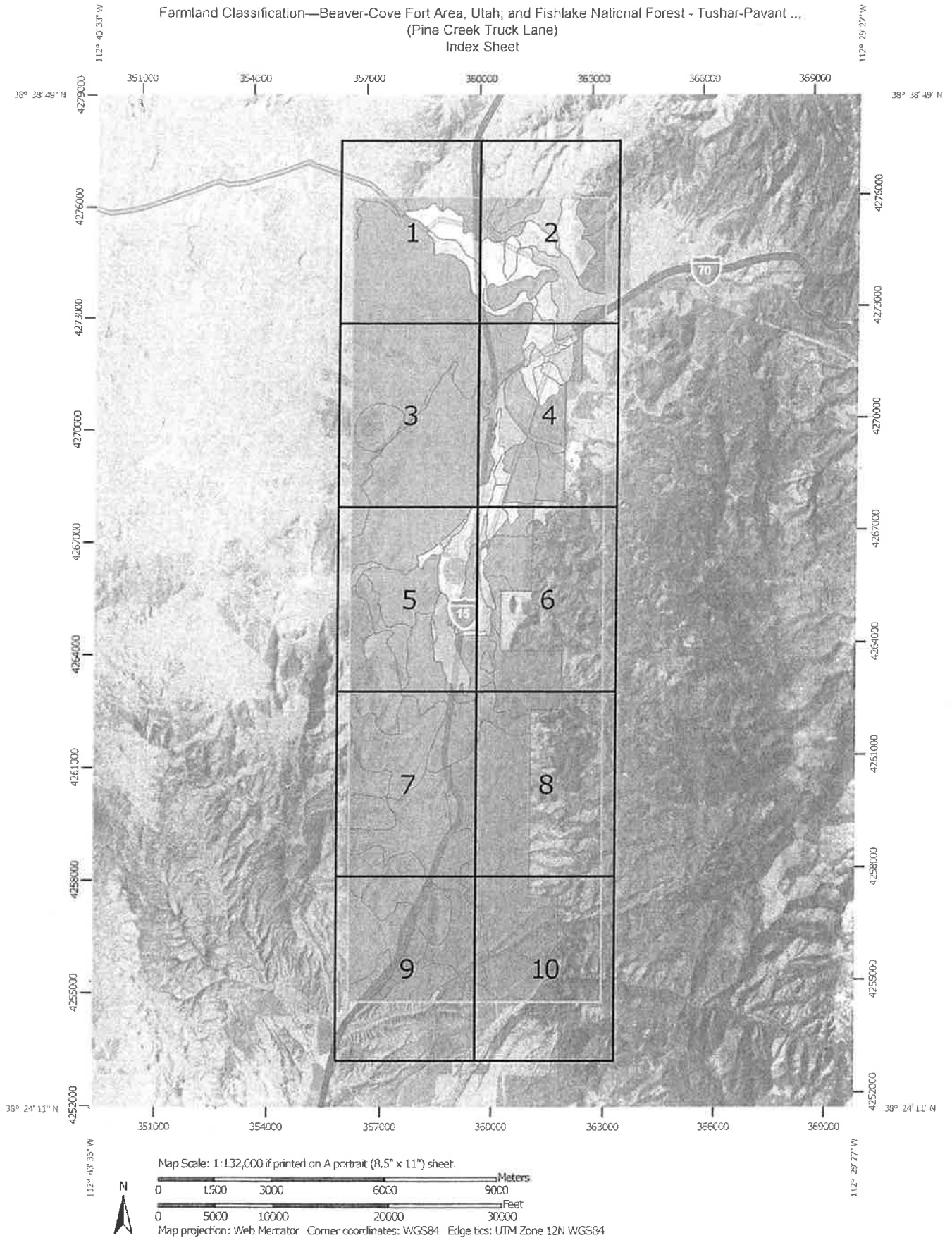
The Utah Department of Transportation (UDOT) is proposing to add an auxiliary lane to I-15 for 9 miles, between MP 121.0 and 129.0, Beaver County. The proposal includes widening the northbound roadway, reconstruction of both north and southbound lanes, and installation of a fiber-optic line. The area of potential construction effect includes the entire I-15 corridor throughout the project boundaries, plus an additional 100 ft on both sides of the interstate (maps attached).

The area of most concern to me is the valley between the I-15 and I-70 interchange and the base of the Pine Creek Hill. I project is still being designed, so I do not know if we will be purchasing any of the farmlands, but would like an early head's up for the project manager and the designer.

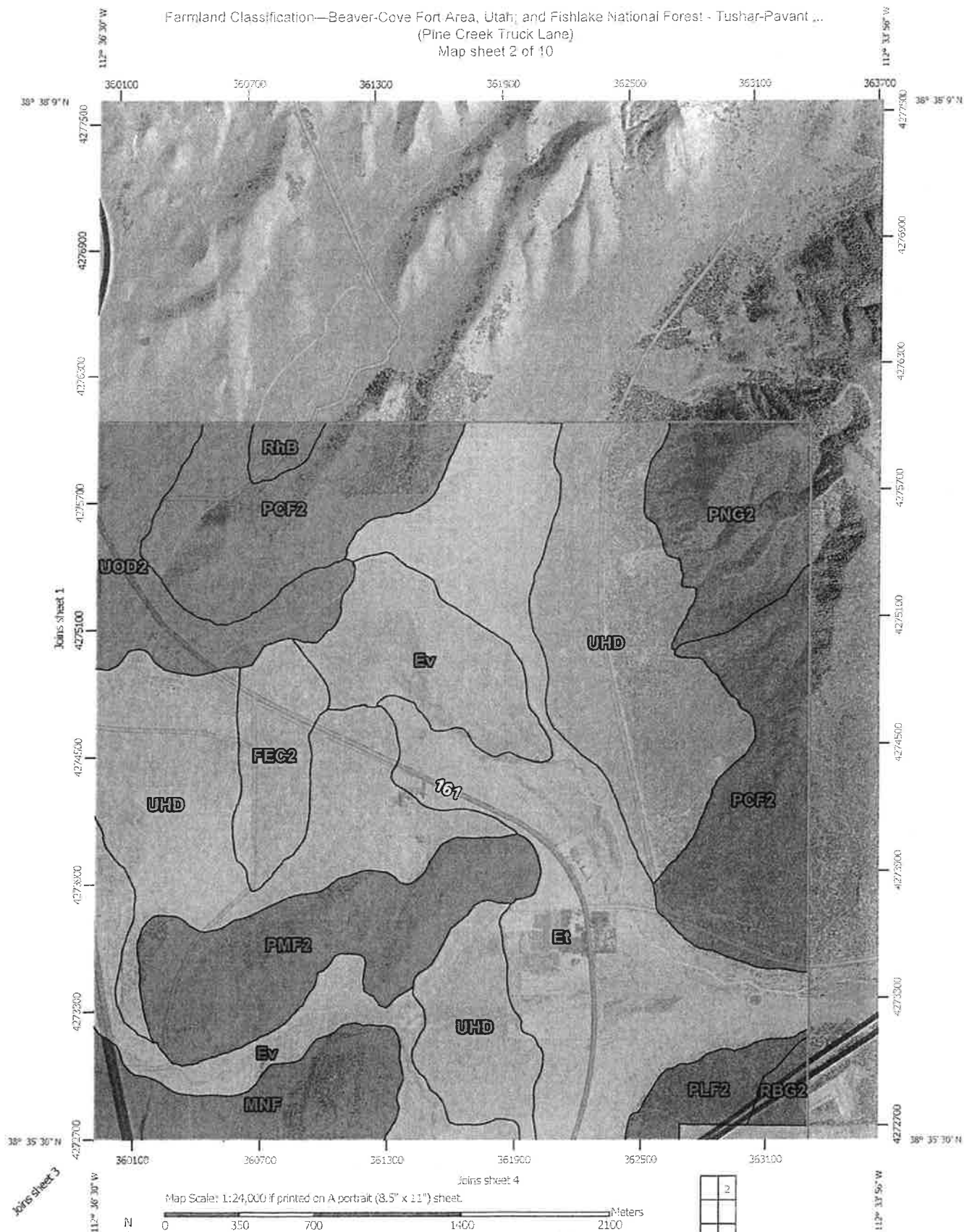
thanks again for your help - Pam

—
Pamela Higgins
NEPA/NHPA Specialist

Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Index Sheet



Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Map sheet 2 of 10

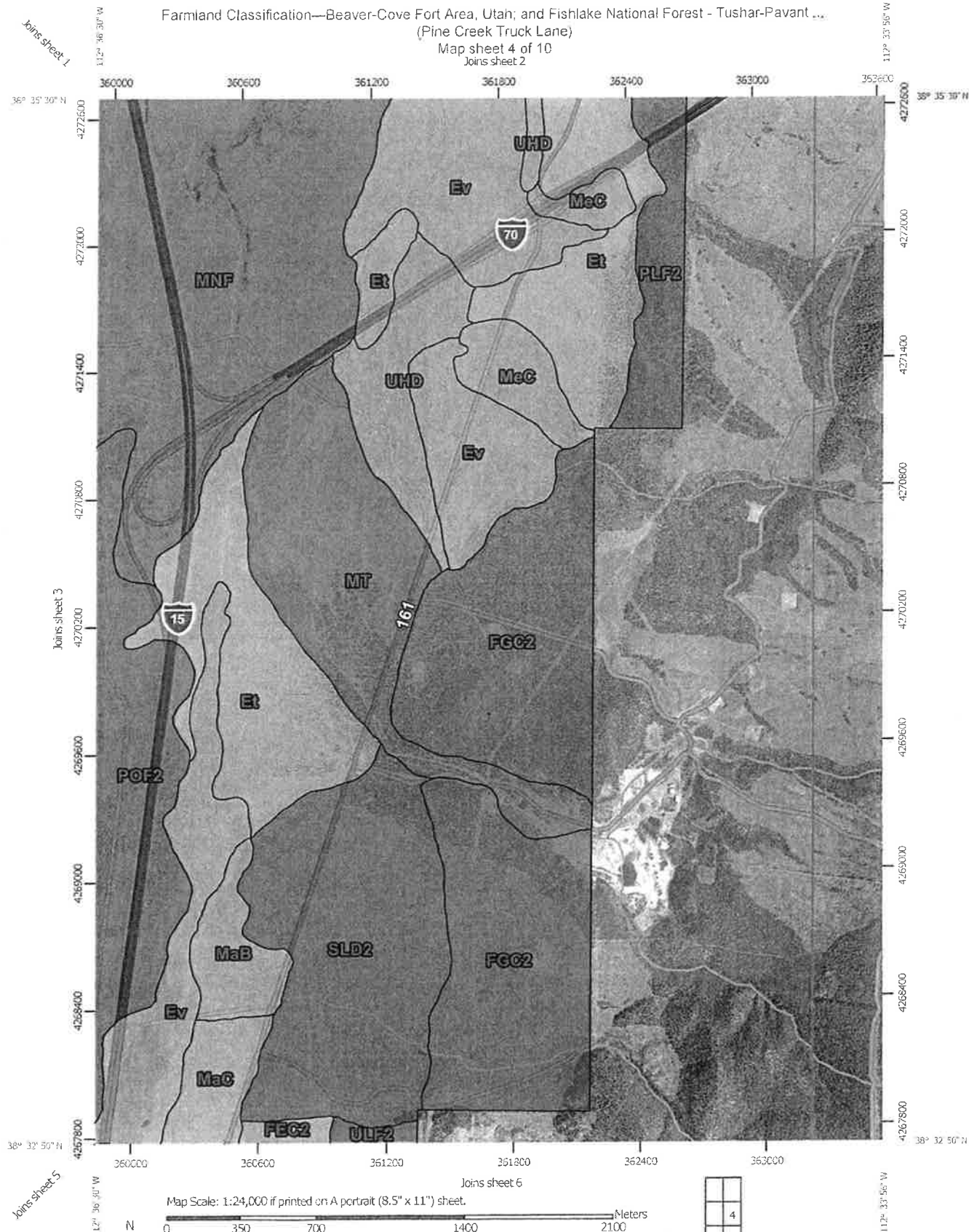


Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

11/25/2013
Page 3 of 16

Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Map sheet 4 of 10
Joins sheet 2



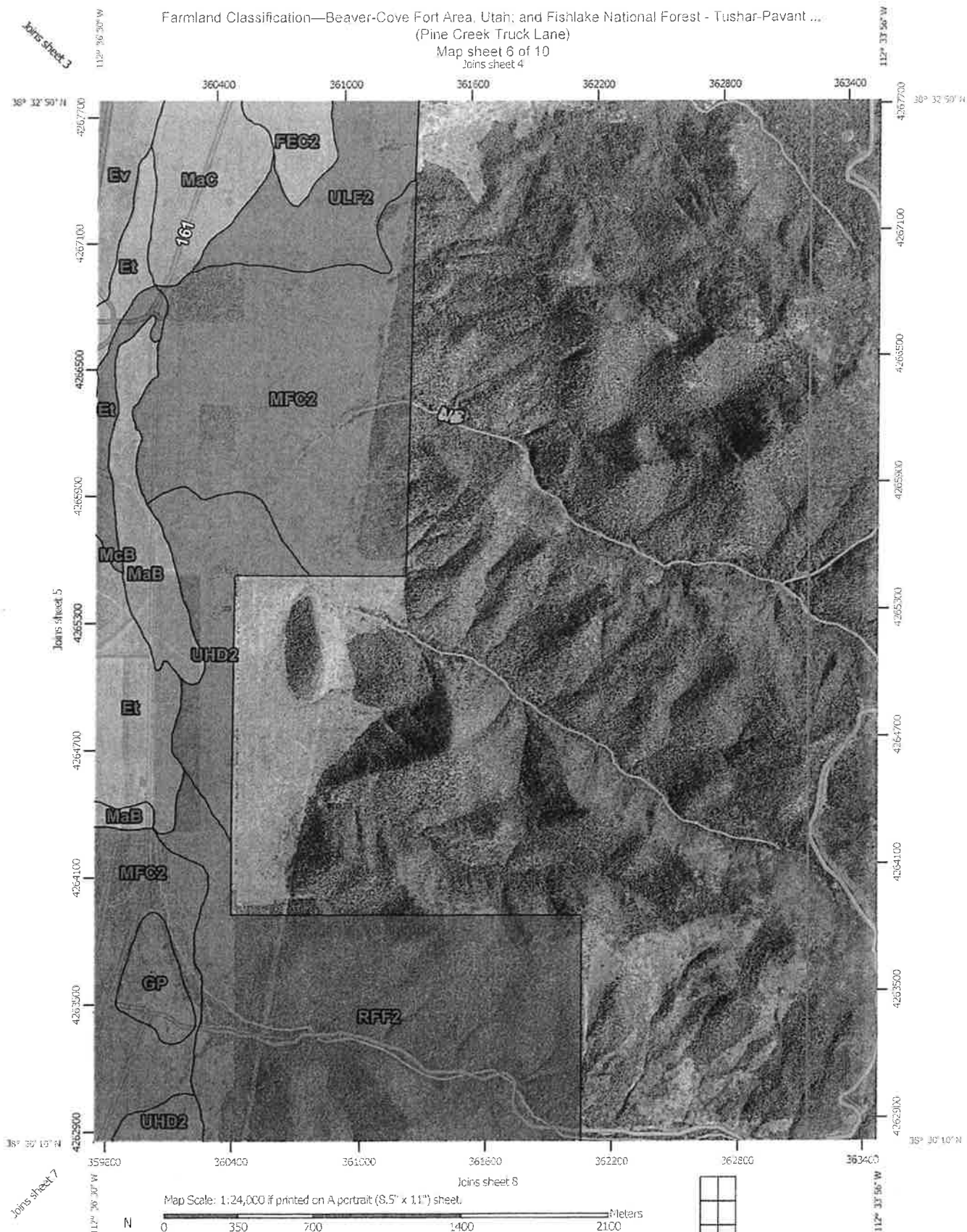
Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

Map Sheet Location

11/25/2013
Page 5 of 16

Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Map sheet 6 of 10
Joins sheet 4

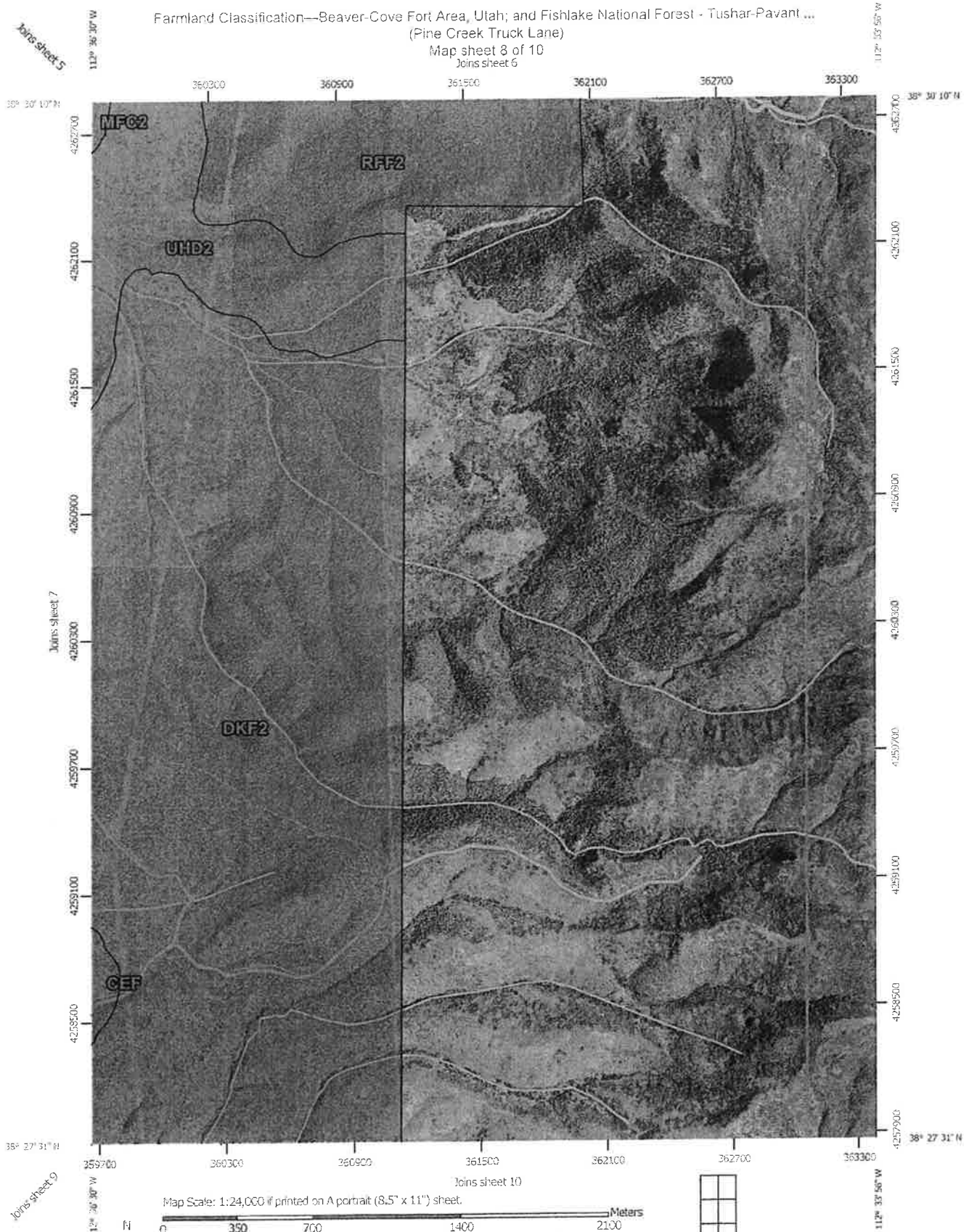


Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

11/25/2013
Page 7 of 16

Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Map sheet 8 of 10
Joins sheet 6

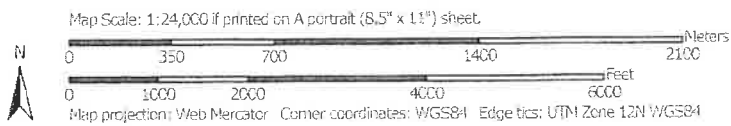
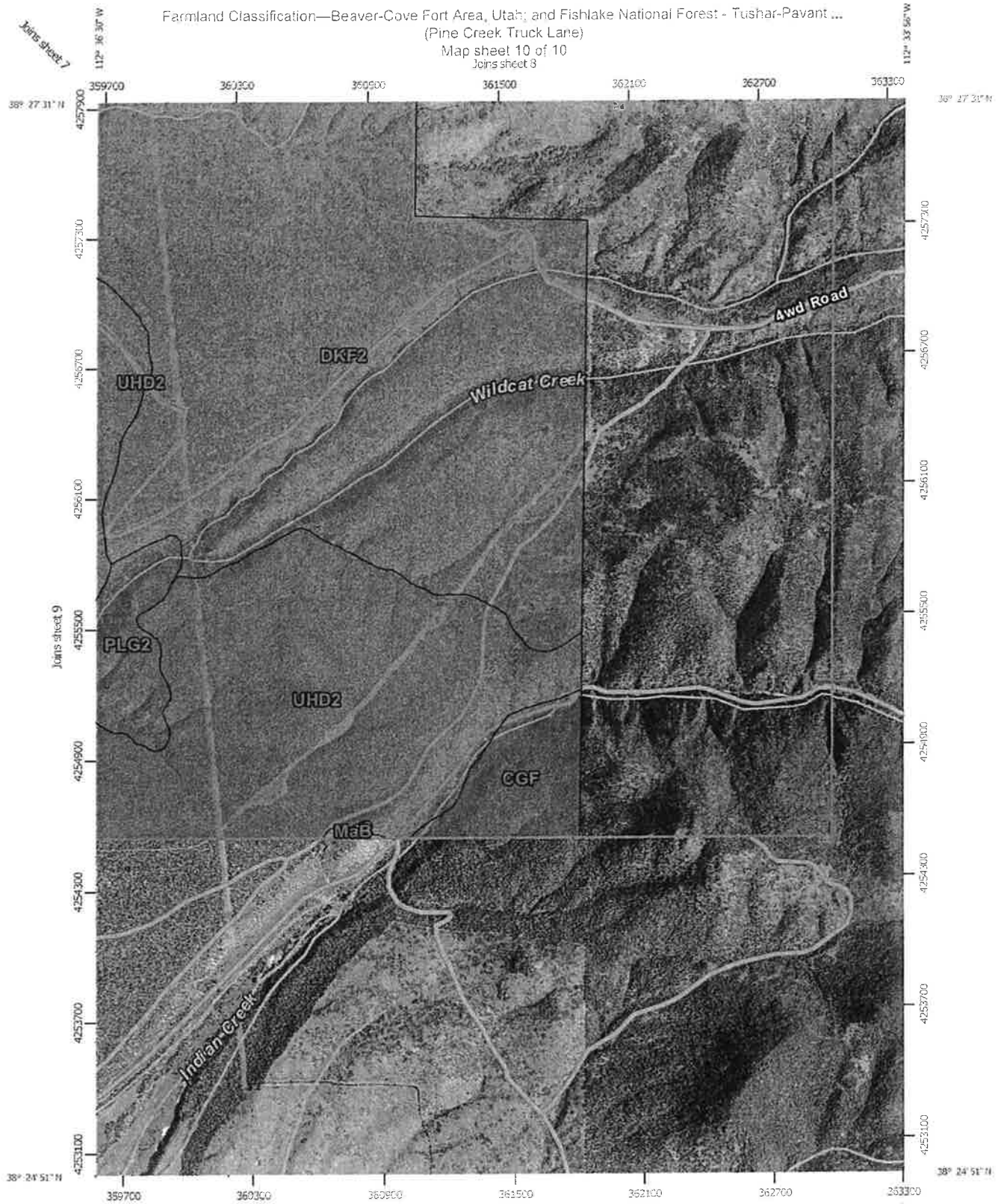


Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

11/25/2013
Page 9 of 18

Farmland Classification—Beaver-Cove Fort Area, Utah; and Fishlake National Forest - Tushar-Pavant ...
(Pine Creek Truck Lane)
Map sheet 10 of 10
Joins sheet 8



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

Map Sheet Location

11/25/2013
Page 11 of 16

MAP INFORMATION

Streams and Canals

Transportation

+++ Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:20,000. Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Beaver-Cove Fort Area, Utah
Survey Area Data: Version 5, Sep 8, 2009

Soil Survey Area: Fishlake National Forest - Tushar-Pavant Division - Parts of Sevier, Millard, Beaver and Piute Counties, Utah
Survey Area Data: Not available

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 10, 2011—Sep 2, 2011


The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification— Summary by Map Unit — Beaver-Cove Fort Area, Utah (UT640)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
MT	Mine wash	Not prime farmland	268.1	0.7%
MVC3	Mosida loam, 1 to 6 percent slopes, severely eroded	Not prime farmland	71.4	0.2%
PCF2	Pass Canyon very rocky coarse sandy loam, 5 to 30 percent slopes, eroded	Not prime farmland	486.0	1.3%
PGB	Penoyer silt loam, 1 to 3 percent slopes	Not prime farmland	36.7	0.1%
PLF2	Phage cobbly loam, 3 to 30 percent slopes, eroded	Not prime farmland	137.1	0.4%
PLG2	Phage cobbly loam, 30 to 50 percent slopes, eroded	Not prime farmland	188.6	0.5%
PMF2	Phage very cobbly loam, 3 to 30 percent slopes, eroded	Not prime farmland	228.8	0.6%
PNG2	Phage very rocky loam, 30 to 60 percent slopes, eroded	Not prime farmland	159.4	0.4%
POF2	Phage-Black Ridge association, 3 to 30 percent slopes, eroded	Not prime farmland	2,937.3	8.3%
RBG2	Red Butte very cobbly loam, 3 to 50 percent slopes, eroded	Not prime farmland	309.9	0.9%
RCG2	Red Butte very rocky loam, 3 to 50 percent slopes, eroded	Not prime farmland	637.9	1.8%
RFF2	Red Butte-Flowell association, 3 to 30 percent slopes, eroded	Not prime farmland	760.2	2.1%
RhB	Red Rock silt loam, 1 to 3 percent slopes	Not prime farmland	69.2	0.2%
RMF	Rob Roy very cobbly loam, 10 to 30 percent slopes	Not prime farmland	484.0	1.3%
RO	Rock land	Not prime farmland	305.6	0.8%
SEF	Sheeprock-Cokel complex, 3 to 30 percent slopes	Not prime farmland	325.6	0.9%
SLD2	Snake Hollow coarse sandy loam, 3 to 10 percent slopes, eroded	Not prime farmland	323.9	0.9%
UHD	Ushar loam, 3 to 10 percent slopes	Farmland of statewide importance	1,155.6	3.2%

Memorandum

Utah Department of Transportation

To: Pam Higgins
Region 4, NEPA/NHPA Specialist

From: Jared Barton 
Region 4, Landscape Architect/Environmental Team Leader

CC: File

Date: July 22, 2014

Re: Environmental Review for Invasive Species, Wetlands, Water Resources and Visual Aesthetics

Project No: S-I15-3(41)121
PIN: 10784
Name: I-15; Pine Creek Climbing Lanes

Project Scope of Work

The Utah Department of Transportation (UDOT) is proposing to add an auxiliary lane to I-15 for nine miles, approximately between M.P. 121.0 and 129.0 in Beaver County. The proposal includes widening the northbound roadway to accommodate an additional lane, reconstruction of both north and southbound lanes, and installation of a fiber optic line on the east side of the interstate. This is a state-funded project. The scope of this project has been expanded approximately seven times in the last year to include straightening two curves with limited sight distance at the Pine Creek summit, installing UDOT fiber optic line between M.P. 129 and M.P. 134.34, environmental clearances for future fiber-optic conduit installation. Cable installations would be installed on I-15, MP 128 to 134.4; I-70, MP 0 to 1.36; and SR-161 M.P. 0 to 0.6. Associated with this project is new right-of-way acquisition from approximately mile post 122.8 to 123.6.

The above mentioned project has been environmentally reviewed for invasive species, wetlands, waters and visual resources. A summary of existing site conditions with recommended project commitments follow. This memo is consistent with the Utah Department of Transportation (UDOT) electronic Categorical Exclusion Environmental Study forms found in the UDOT ePM system.

Invasive Species

Invasive species infestations were not identified within the project limits at the time of review. However, weedy species are common to the area. These species are listed on the Federal Highway Common Roadside Invasive publication (PUB. NO. FHWA-EP-02-003).

Even though invasive species infestations were not identified within the project limits, the project involves earthwork and grading activities that increase the potential to introduce or spread invasive weed species included on the noxious weed list of the State of Utah and/or county list. Therefore, UDOT Special Provision Section 02924S INVASIVE WEED CONTROL is to be included in the PS&E package for this project. Best Management Practice(s) to minimize the potential spread of invasive species are to be implemented.

☒ NO ☐ YES

e. Project impacts navigable water of the United States (Lake Powell, Flaming Gorge Reservoir, Bear Lake, Green River – mouth to 20 miles above Green River Station, Colorado River – mouth of Castle Creek to Cataract Canyon – 4.5 miles below mouth of Green River) below the OHWM.

☒ NO ☐ YES

f. Project impacts jurisdictional wetlands.

☒ NO ☐ YES

g. Project impacts non-jurisdictional wetlands.

ePM Categorical Exclusion Environmental Study (Section 11b) - Question:

☐ NO ☒ YES

This project will disturb 1 acre or more of ground surface.

ePM Categorical Exclusion Environmental Study (Section 11c) - Question:

☒ NO ☐ YES

This project will require new construction or alteration of exiting structures within the FEMA designated 100-year flood plain.

Mitigation Commitments:

- 1. Best Management Practices (BMPs) are to be incorporated into the PS&E package to include energy dissipation at culvert outlet ends and sediment/erosion control devices at drainage locations (Resource Comment).***
- 2. UPDES Permit from the Division of Water Quality must be obtained prior to construction (Contractor Responsible).***
- 3. The project will disturb 1 acre or more of ground surface. Therefore, a storm water pollution prevention plan (SWPPP) must be included in the plans. (UDOT Region Environmental Responsible).***

Visual Aesthetics

No significant visual impacts were identified at the time of review. However, roadway improvements should not detract from natural surroundings and beauty.

ePM Categorical Exclusion Environmental Study (Section 18) - Question:

Will the project have disproportionate, serious or lasting affect on the following?

☒ NO ☐ YES

Visual

Mitigation Commitments:

EPA: United States Environmental Protection Agency

Search on map Enter facility name

Indian Reservation Cove Fort The Creek Hwy Fishlake National Park W. Clear

PROJECT LOCATION

Legend:

- Air Emissions (AIRS/AFS) (0)
- Superfund Sites (CERCLIS) (0)
- Toxic Releases (TRI) (0)
- Hazardous Waste (RCRAInfo) (0)
- ☒ Water Dischargers (PCS/ICIS) (1)
- Brownfields (ACRES) (0)
- Biennial Reporting (BR) (0)
- RADInfo (0)
- Toxic Substances Control Act (TSCA) (0)

View: All 20 per page

Single facility
Facility cluster
Chemicals
Industry
Greenhouse Gas Emissions